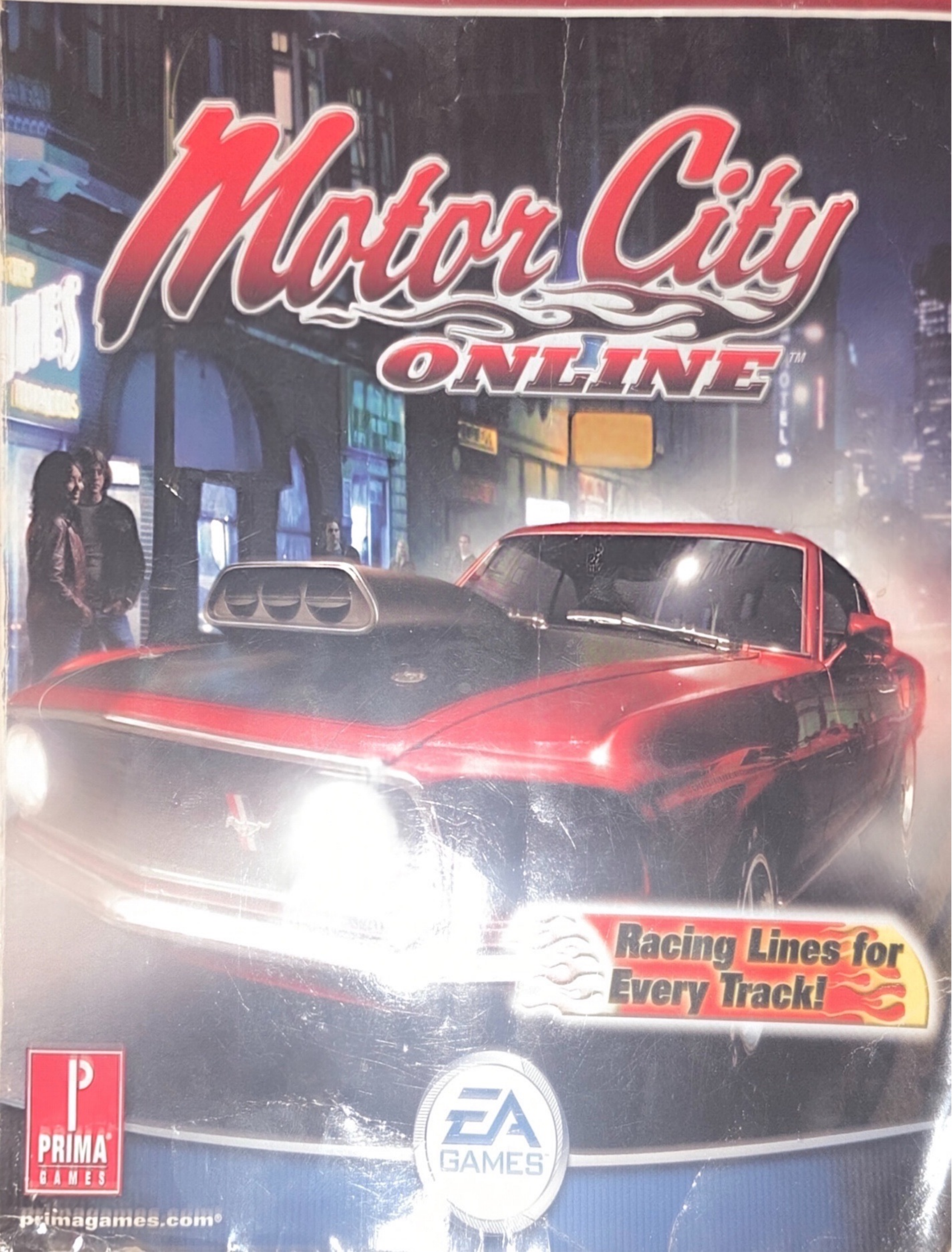
PRIMA'S OFFICIAL STRATEGY GUIDE

Motor City ONLINE™



Racing Lines for Every Track!

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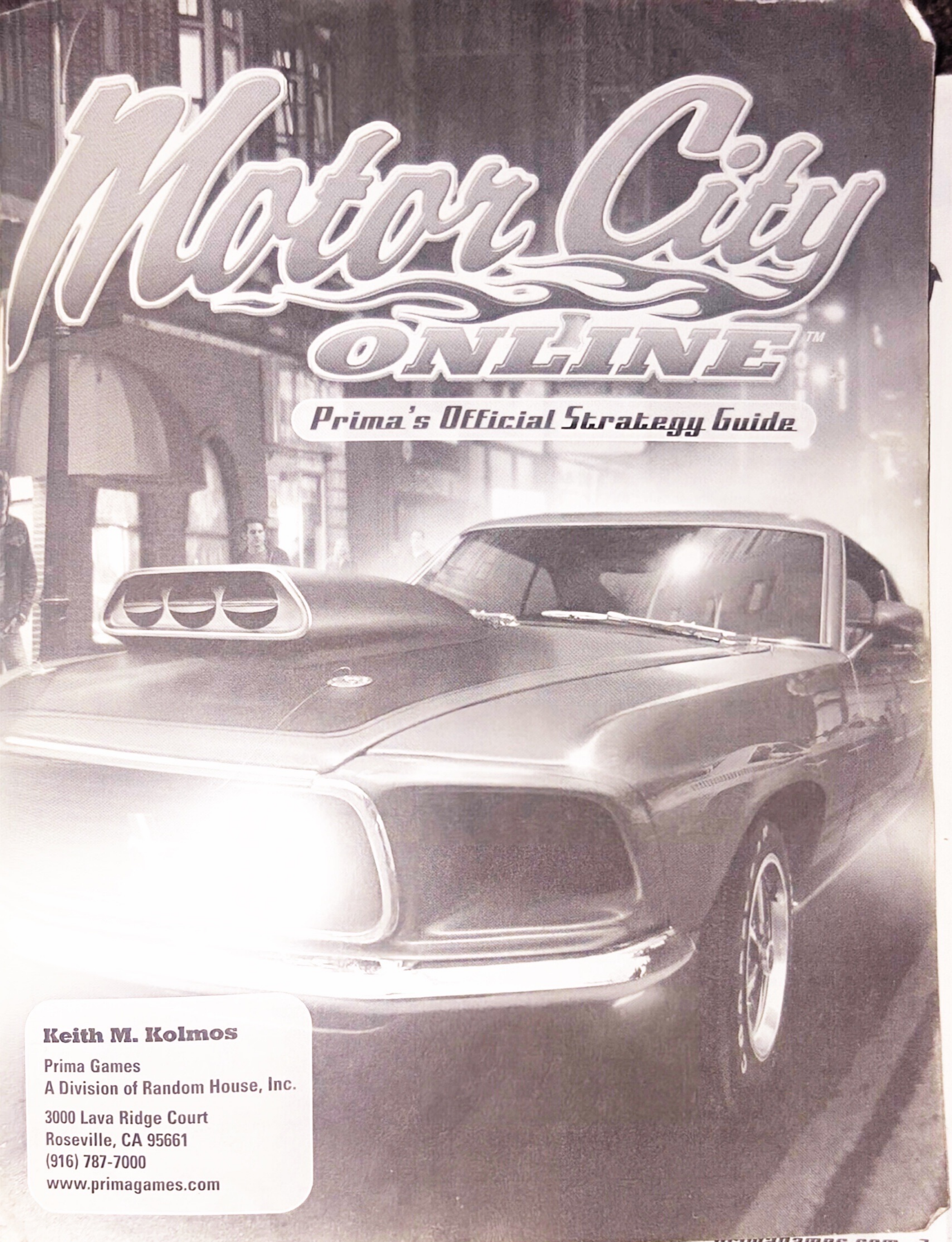

Motor City Online™

Prima's Official Strategy Guide

Keith M. Kolmos

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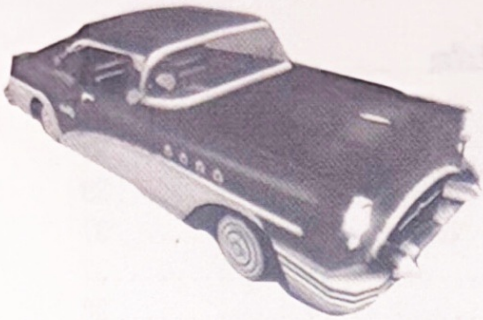


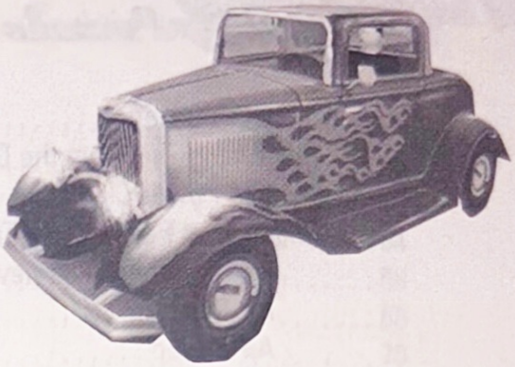


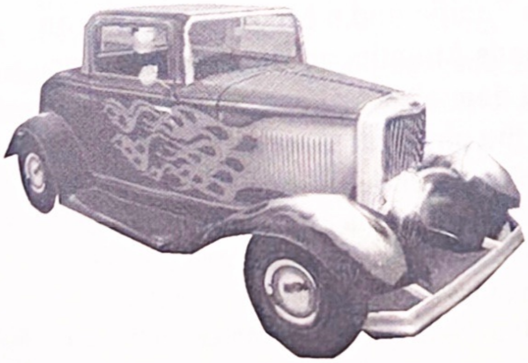
Table of Contents

Introduction 8
    How to use the Guide 9
Game Basics 10
    Your Persona 10
        Levels 10
        Rank 12
        Salary 12
        Inventory 13
        Insurance Risk 14
    Points 14
        Open and Sponsored Trials 15
        Circuit and Street Races 15
        Racing 16
        Drag Racing 16
        Circuit Racing 17
        Street Racing 18
        Sponsored and Open Trials 19
Racing Basics 20
    Practice 20
    The Racing Line 21
    Racing Through the Turns 21
        Brake Sooner 23
    S-curves 23
    Racing Against Other Players 25
        Passing 25
    Power Slides 26
    Handling 27
The Racing Community 28
    Chat Rooms 28
    Trading Parts 29
        Loans 30
    Auctions 30
        Auction Sites 31
    Racing Clubs 32
    Turf Wars 32

In and Around the Garage 33
  Car Tuning Tips from the Developers 35
  Vehicle Power Classes 37
  Engine and Power Train Tuning 37
    Performance Overview 38
    Air Cleaner 39
    Air Scoop 39
    Blower 40
    Carburetor 40
    Connecting Rods 40
    Cooling System 40
    Crankshaft 40
    Cylinder Head 40
    Electrical System 41
    Engine Block 41
    Exhaust Manifold 41
    Exhaust Pipes 41
    Intake Manifold 41
    Lubrication System 41
    Muffler 42
    Nitrous Injectors 42
    Pistons 42
    Rear End 42
    Transmission 42
    Transmission Cooler 43
    Valve Train 43
  Aerodynamics Tuning Tips 43
    Chin Spoilers 43
    Rear Spoilers 43
  Chassis Tuning Tips 44
    Brakes 45
    Shocks 45
    Springs 45
    Sway Bars 46
    Tires 46
    Traction Bars 46
    Wheel Rims 46
  Your Starter Car 47
    A Budget Drag Strip '57 Chevrolet Bel-Air 47
    The Speed Demon '57 Chevrolet Bel-Air 53
The Racetracks of *Motor City Online* 59
  Types of Tracks 59
    Circuit Tracks 59
    Street Tracks 59
    Drag Racing Tracks 59

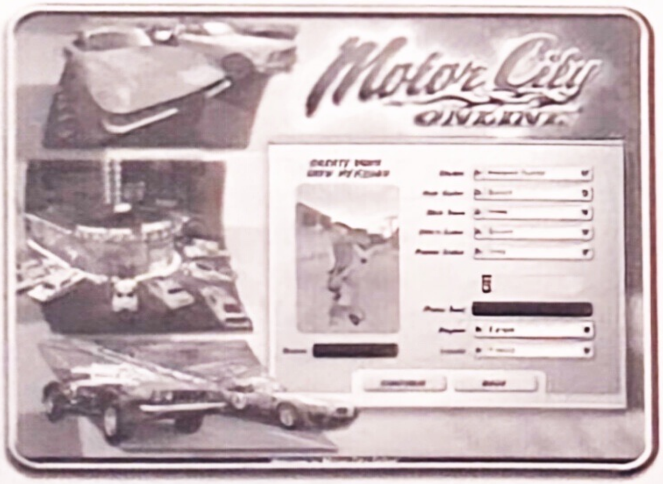
Circuit Racing 60
  Bel Air Grand Prix 60
  Fairgrounds Big "O" 62
  Gearborn B-Oval 64
  Gearborn Tri-Oval 66
  Motor City Classic 68
  Proving Grounds 70
Drag Racing 72
  East Side Drag Strip and Motor City Drag Strip 72
Street Tracks 74
  Dead Man's Run 74
  Gas Town 76
  Hazard Hollow 78
  Hickey's Ridge 80
  Metro Garage 82
  Metro Strip 84
  Red Light District 86
  Roadkill Run 88
  Skoggit County Road 90
  The Spillway 92
  Thunderbird Alley 94
  Tornado Flats 96
  Westbrook 98
The Cars of *Motor City Online* 100
  '32 Ford Coupe 101
  '40 Ford Coupe 102
  '47 Cadillac Series 62 102
  '47 Cadillac Series 62 103
  '49 Mercury Coupe 103
  '49 Mercury Coupe 104
  '53 Ford Crestline 104
  '53 Ford Crestline 105
  '55 Buick Century 106
  '55 Buick Century 106
  '57 Chevrolet Bel-Air 107
  '57 Chevrolet Bel-Air 107
  '57 Chevrolet Bel-Air 108
  '57 Chevrolet Corvette 109
  '57 Chevrolet Corvette 109
  '57 Chevrolet Nomad 110
  '57 Chevrolet Nomad 110
  '57 Ford Fairlane 111
  '57 Ford Fairlane 111
  '57 Ford Fairlane 112

Parts Catalog 133
    Air Cleaners 133
    Air Scoops 133
    Blowers 134
    Brakes 134
    Camshafts 135
    Carburetors 137
    Chin Spoilers 139
    Connecting Rods 139
    Cooling Systems 142
    Crankshafts 143
    Cylinder Heads 146
    Electrical Systems 149
    Engine Blocks 149
    Exhaust Manifolds 151
    Exhaust Pipes 154
    Intake Manifolds 155
    Lubrication Systems 159
    Mufflers 159
    Nitrous Injectors 160
    Pistons 160
    Rear Ends 165
    Rear Spoilers 166
    Shocks 166
    Springs 166
    Sway Bars 167
    Tires 168
    Traction Bars 171
    Transmissions 172
    Transmission Coolers 173
    Valve Trains 173
    Wheel Rims 176
Appendix A: Your Car's Parts 180



Introduction

Welcome to Motor City



Select from 30 different personas. Choose your persona type, then pick your hair color, outfit color, and license plates.

Welcome to *Motor City Online: Prima's Official Strategy Guide*. *Motor City Online*, from Electronic Arts, is the first persistent world racing game. Build, buy, trade, and race your own garage of cars with gear heads from around the country. Drive cars from the 1930s, '40s, '50s, '60s, and '70s in head-to-head, intense action. Join a club, get involved in Turf Wars, and advance your skills as you build up your ultimate dream ride. And become part of a great online community of fellow racers.

When you first log on, you create your online persona. You have many choices: a Greaser, a Pretty Boy, the Mohawk Punker, Mama Funk, the Hoola Hooper, and more. Choose your hair color, your clothes, your screen name, and your license plates. *Motor City Online* gives you total control. And you can have a persona on each of the four servers. So if you want to be a Greaser on Uptown Pacific and a Mr. Country Club on Crossroads Atlantic, go right ahead. Your persona doesn't affect your racing abilities, it's just the physical representation of your online character.

Caution

BE CAREFUL WHEN YOU PICK YOUR SCREEN NAME AND YOUR LICENSE PLATE ID. EA HAS STRICT POLICIES REGARDING THE USE OF OBJECTIONABLE MATERIAL FOR PERSONA NAMES AND LICENSE PLATES. DON'T TRY SNEAKING ANYTHING PAST THEM. THEY'LL CATCH YOU, AND YOU'LL GET IN TROUBLE. TO VIEW THESE POLICIES, GO TO: *WWW.EA.COM/GLOBAL/LEGAL/TOS.JSP.*

Once you get your online persona set up, you get some starter funds ($9,500) to buy your first car. Your choices are a '57 Chevrolet Bel-Air, a '57 Ford Fairlane, and a '57 Ford Ranchero. Each is a collector's car and a great choice to begin your stable of vehicles. Select from three variants of each car—the Rust Bucket, the Spray Paint Special, and Graffiti. Now you're set up for some great racing.

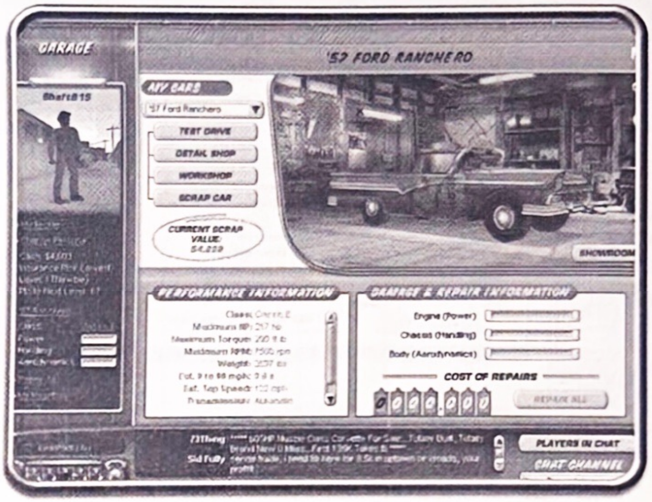
How to use the Guide

Check out "Game Basics" in chapter 2 to learn about the different kind of racing action featured in *Motor City Online*. There's Circuit Racing, Street Racing, Drag Racing, Open Trials, and Sponsored Trials. We provide tips for each of the different styles. Chapter 3, "Racing Basics," discusses some driving fundamentals. Find out how to hold the racing line, race through the turns, and navigate the tight S-curves on the street tracks.

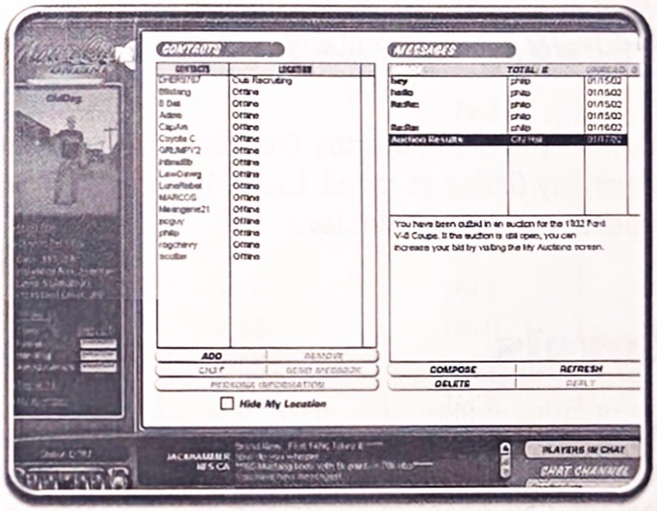
In "Racing Community" in chapter 4, get tips about getting the most from your fellow racers. A lot of great people are online, and we'll give you tips on using the chat rooms, trading parts, and auctioning off some of your older equipment. Learn what it means to join a club and take part in a Turf War.

After you get some money, it's time to tweak your car. Chapter 5 describes all the parts and systems that you can replace. Learn about sway bars, chin spoilers, and nitrous injectors, to name a few. Learn the basics before you head to the auction sites or thumb through the parts catalog.

Chapter 6 is your one-stop reference for all of the racing tracks. We've got maps of all the tracks with racing lines drawn in to show you the best way around the track. Learn how to get around Gearborn Tri-Oval, Westbrook, and all the other tracks. Chapter 7 lists all the cars and chapter 8 has the entire parts catalog—so far that is. Remember that *Motor City Online* will evolve. New cars and parts will add to your racing fun.


GARAGE
'57 FORD RANCHERO
MY CARS
'57 Ford Ranchero
TEST DRIVE
DETAIL SHOP
WORKSHOP
SCRAP CAR
CURRENT SCRAP VALUE:
SHOWROOM
PERFORMANCE INFORMATION
GARAGE & REPAIR INFORMATION
Engine (Power)
Chassis (Handling)
Body (Aerodynamics)
COST OF REPAIRS
REPAIR ALL
PLAYERS IN CHAT
CHAT CHANNEL

TINKER WITH YOUR CAR IN THE GARAGE. TAKE IT FOR A TEST DRIVE, CHANGE OUT PARTS, VISIT THE DETAIL SHOP, OR SCRAP YOUR CAR FOR CASH.

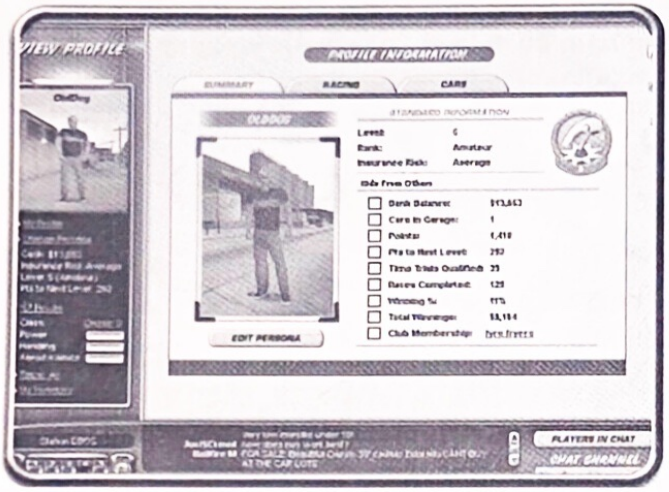

CONTACTS
CONTACTS
LOCATION
MESSAGES
TOTAL
ADD
REMOVE
CHAT
SEND MESSAGE
PERSONAL INFORMATION
Hide My Location
COMPOSE
REFRESH
DELETE
REPLY
PLAYERS IN CHAT
CHAT CHANNEL

You have been outbid in an auction for the 1932 Ford V-8 Coupe. If the auction is still open, you can increase your bid by visiting the My Auctions screen.

SWAP MESSAGES WITH OTHER PLAYERS AND FIND OUT WHICH OF YOUR BUDDIES ARE ONLINE.

Game Basics

Now that you've set up the game, created your persona, and purchased your car, you're ready to start playing *Motor City Online*. In this chapter, we tell you how to improve your persona and increase your level and rank. Learn how points are awarded and a bit about the *Motor City Online* economy.


VIEW PROFILE
PROFILE INFORMATION
SUMMARY
RACING
CARS
STANDARD INFORMATION
Rank: Amateur
Insurance Risk: Average
EDIT PERSONA
PLAYERS IN CHAT
CHAT CHANNEL

As you race in *Motor City Online* you accumulate points and race winnings. The higher your level, the higher your weekly salary.

Note

When you log on to *Motor City Online* it first performs a patch check. This ensures that every player is running the most current version. The newest files will be downloaded to your machine. The developers of *Motor City Online* are always working to add new features, new parts, new cars, and even new racetracks such as the upcoming Hazard Hollow.

Your Persona

Whether you're Mr. Country Club, the Tube-Top Bopper, a Sailor Girl, or a Street Fighter, money makes *Motor City Online* go round. Each Monday you receive your salary in MCO bucks. How much you get depends on your current level.

Levels

When you first log on to the game, you have 0 experience points and are a Level 1 persona. How well you race determines how many points you are awarded. After your point total passes the threshold, your character advances to the next level, your salary increases, and new tracks become available. Here is a quick breakdown of the points needed for each level.

Points Needed per Level

Level	Points Needed
1	0
2	67
3	197
4	472
5	954
6	1,710
7	2,809
8	4,325
9	6,333
10	8,911
11	12,139
12	16,100
13	20,878
14	26,559
15	33,229
16	40,980
17	49,900
18	60,082
19	71,621
20	84,609
21	99,144
22	115,323
23	133,244
24	153,007
25	174,712
26	198,461
27	224,357
28	252,503
29	283,005
30	315,966

So how long do I have to play?

So exactly how long do you have to play to go from level 1 to level 30? The developers at EA crunched the numbers and put together this table. Based on an average finish and gaining slightly more than 15 points for every race, you'll need to race over 7,000 races!

The Level Curve

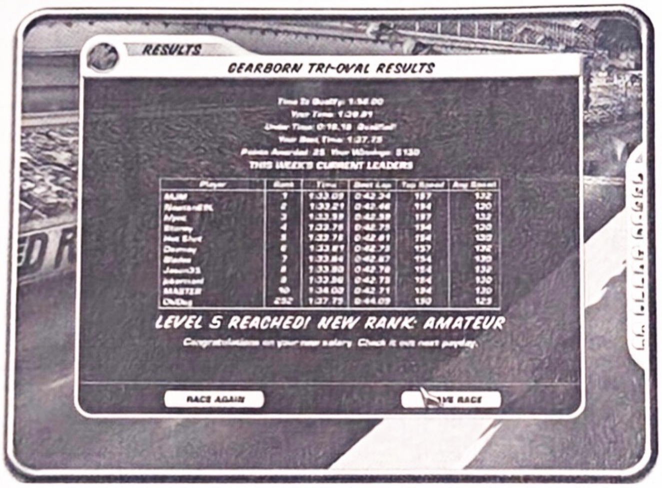
Level	Pts. Req'd.	Approx. Time Trials Req'd.	Approx. Actual MCO Hrs. Played	Approx. Days Playing MCO (avg. 3 hrs. per day)	Approx. Wks. Playing MCO (avg. 3 game days per wk.)
1	0	0	0.0	0.0	0.0
2	67	4	0.6	0.2	0.1
3	197	13	1.9	0.6	0.2
4	472	31	4.5	1.5	0.4
5	954	48	6.8	2.3	0.6
6	1710	73	10.4	3.5	0.9
7	2809	109	15.6	5.2	1.3
8	4325	160	22.8	7.6	1.9
9	6333	227	32.4	10.8	2.7
10	8911	284	40.6	13.5	3.4
11	12139	356	50.8	16.9	4.2
12	16100	444	63.4	21.1	5.3
13	20878	550	78.6	26.2	6.5
14	26559	676	96.6	32.2	8.1
15	33229	825	117.8	39.3	9.8
16	40980	997	142.4	47.5	11.9
17	49900	1195	170.7	56.9	14.2
18	60082	1421	203.0	67.7	16.9
19	71621	1678	239.7	79.9	20.0
20	84609	1966	280.9	93.6	23.4
21	99144	2289	327.0	109.0	27.3
22	115323	2649	378.4	126.1	31.5
23	133244	3047	435.3	145.1	36.3
24	153007	3486	498.0	166.0	41.5
25	174712	3969	566.9	189.0	47.2
26	198461	4496	642.3	214.1	53.5
27	224357	5072	724.5	241.5	60.4
28	252503	5697	813.9	271.3	67.8
29	283005	6375	910.7	303.6	75.9
30	315966	7108	1015.4	338.5	84.6

Rank

Next to your persona's current level is a word in parentheses. When you first start out, the screen says Level 1 (Newbie). Your persona's *rank* is Newbie. Every five levels you move up in rank. When you gain a rank, your character receives a bonus check. The following table lists the ranks and bonuses.

Rank

Level	Rank	Bonus Awarded
1–4	Newbie	—
5–9	Amateur	2,500 MCO bucks
10–14	Intermediate	5,000 MCO bucks
15–19	Experienced	7,500 MCO bucks
20–24	Veteran	10,000 MCO bucks
25–29	Ace	12,500 MCO bucks
30+	Top Ace	15,000 MCO bucks



RESULTS

GEARBORN TRI-OVAL RESULTS

THIS WEEK'S CURRENT LEADERS

LEVEL 5 REACHED! NEW RANK: AMATEUR

Congratulations on your new salary. Check it out next payday.

As you race, you earn points. Accumulate enough points and you advance a level. Advance enough levels and you reach a new rank. When you increase in rank, you gain more money to improve your ride.

Salary

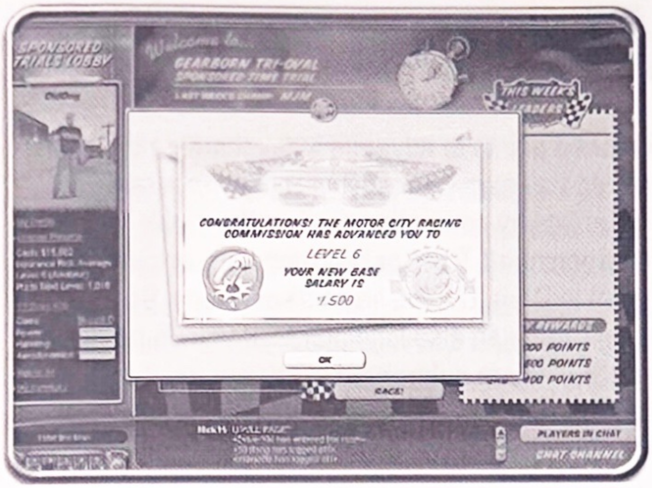
Every Monday morning the *Motor City* bean counters send out the racers' payroll checks. These MCO bucks supplement your race winnings to help you buy your next car or upgrade part.

Your starting salary is 250 MCO bucks. So when you log on Monday, you find an MCO check for 250 MCO bucks waiting for you. Each level increase raises your salary by 250 MCO bucks.

Don't put off that next level increase. If you are close to the next level, stay online a bit longer. The extra 250 MCO bucks are always worth it. Racing against other opponents is the heart and soul of *Motor City Online*, but if you only need a few points to reach the next level you can get them from the Sponsored Trials.

Player Salary

Level	Salary (MCO bucks)
1	250
2	500
3	750
4	1,000
5	1,250
6	1,500
7	1,750
8	2,000
9	2,250
10	2,500
11	2,750
12	3,000
13	3,250
14	3,500
15	3,750
16	4,000
17	4,250
18	4,500
19	4,750
20	5,000
21	5,250
22	5,500
23	5,750
24	6,000
25	6,250
26	6,500
27	6,750
28	7,000
29	7,250
30	7,500



CONGRATULATIONS! THE MOTOR CITY RACING COMMISSION HAS ADVANCED YOU TO

LEVEL 6

YOUR NEW BASE SALARY IS

$1 500

Every Monday your salary awaits. If it's the weekend and you're close to the next level, stay online until you reach your goal. The extra MCO bucks come in handy as you work to upgrade your fleet of vehicles.

Note

You may notice extra server traffic on Mondays. Everyone logs in to pick up their paycheck and get a jump start on upgrading their cars or entering the next auction. All those extra players mean more racers and more opportunities to gain points on the track. So reserve Monday night for great racing action.

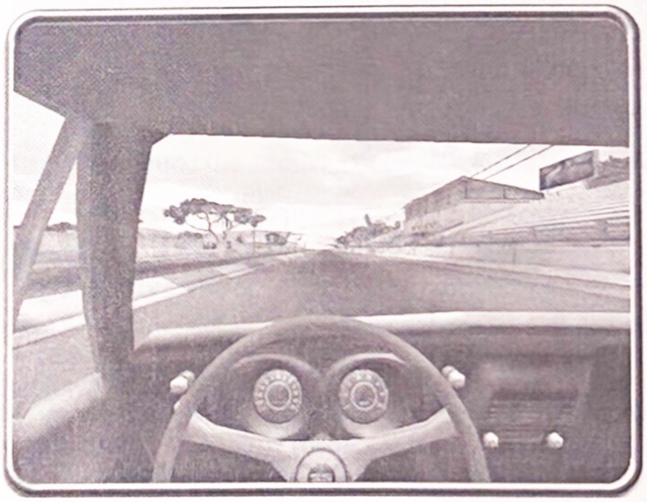
Inventory

In chapter 5 we talk about purchasing new parts and setting up your ride for the kind of racing you want to do. You should have multiple part sets for your vehicle. If you want to go Drag Racing, set your car up for it. Take the spoilers off (you're not worried about handling, all you care about is speed) and switch in a high-strung transmission to hit top speed in a hurry. When you feel like running on the Circuit tracks, put the spoiler back on for better grip and put in the lower-ratio rear end. This helps top out your maximum speed. But if the twisty Street Racing tracks are more your thing, set up the car for those racing conditions. You must slow down to negotiate some of the turns, so you want a transmission that gets you back to speed quickly. You also need tighter handling to hold the sharp turns, so install both spoilers and a good set of grippy tires.

In order to have multiple part sets for your stable of cars, you need room in your inventory to store them. It's not a problem with only one car, but as you develop a fleet, inventory space becomes an issue. That's another reason why advancing in level is so important—you get more inventory space as you level up.

Inventory Part Caps

Level	Part Cap
Newbie	100
Amateur	200
Intermediate	400
Experienced	600
Veteran	800
Ace	1,000
Top Ace	1,000



Keep multiple setups. When you hit the Drag Racing strip, take off parts that improve handling, such as spoilers, and install parts that improve your horsepower and 0-to-60 time, such as a high-strung transmission.

Insurance Risk

Ever run a race and get put into the wall by one of the other drivers? Better yet, have you ever done that to another driver? Sometimes, giving your opponent a nudge in a race can mean the difference between winning and finishing second. Most drivers will tolerate a little bumping on the racecourse, but you can go too far. It's one thing when you're racing with a sponsored car—you don't have to pay for the damage. But if you drive too aggressively your persona will pick up a reputation based on how you drive. If you continually put players into the wall (through your intention or just bad driving), they will remember your screen name and refuse to race with you. Any time someone sets up a race, they always have the option to boot you out of it.

So what? You'll find other drivers to race against, right? Well, the problem is that your reputation precedes you by way of your insurance risk. Before your first race, your insurance risk is low. As you race, your insurance risk changes. The more damage you do to your car (and other players' cars), the more your insurance risk goes up. When you join a new race, the race organizer can see this information, and if you're too risky, he or she can boot you. Fortunately, running a few clean races drops your rating.

Insurance Levels

- Lowest
- Low
- Average
- High
- Extreme
- Highest!

A Word to the Wise

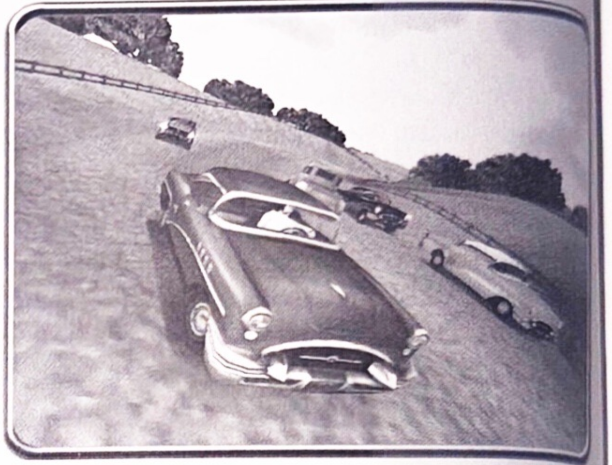
If you're looking for some "cheat" or way to hack the game to your advantage, you won't find it in this guide. The game is very strictly policed and players that cheat are strictly disciplined. To quote the *Rules of the Road* section of the *Motor City Online* website (*www.motorcityonline.com*):

> *"Cheating, abuse of game mechanics to gain an unfair advantage, usage of "hacked" or inappropriately modified cars, exploiting any bug in the Motor City Online product or the Motor City Online Service, and/or communicating the existence of any such bug (either directly or through public posting) to any other user of the Motor City Online Service is prohibited and can lead to the immediate termination of your EA.com account."*

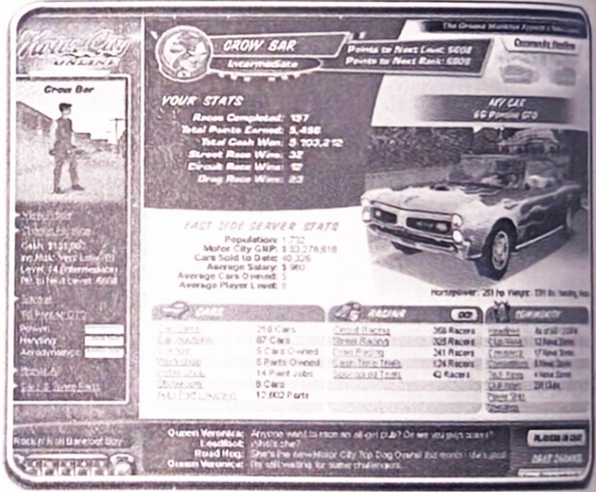
If you do find a bug, do the right thing and report it to *Motor City Online*. Keeping the game safe and fair is the best way for everyone to enjoy this awesome racing experience.

Points

You need points to advance in level and rank, but how do you earn points? By racing of course! You gain points by competing against the clock in Open and Sponsored Trials or by competing against other racers in Drag, Circuit, and Street Races. Be careful, though, you can also lose points. If you do poorly in a race, points are subtracted from your point totals. The only races that you'll never lose points on are Time Trials, since you are racing by yourself.



To level up, you need more points. Gain those points through Drag Racing, Open Trials, Sponsored Trials, Circuit Racing, and Street Racing.



Your winnings are modified by the rank of the players you race against. Lose to a lower-ranked player and you lose extra points. Beat a higher-ranked player and gain bonus points.

Open and Sponsored Trials

Note

EVERY MONTH THE PRODUCERS AT EA MIX THINGS UP A BIT TO KEEP THE RACING FRESH. A RACE ON THE GEARBORN TRI-OVAL, FOR INSTANCE, MIGHT BE HELD AT NIGHT AND IN THE RAIN THIS MONTH, WHILE LAST MONTH IT WAS HELD ON A CLEAR AFTERNOON. THE RACE MIGHT BE RUN BACKWARDS FOR A TWIST. KEEP TRACK OF THE RACING CONDITIONS BEFORE STARTING A RACE, BECAUSE THEY MIGHT NOT BE THE SAME AS THE LAST TIME YOU RACED.

In Open and Sponsored Trials, you race against the clock. If your time beats the qualifying time, you earn points. How many points you earn depends on how much you beat the qualifying time by. Beat it by a little and you earn only a handful of points (5–10). Beat it by a wider margin to rack up more points.

Open and Sponsored Trials also offer bonus points to the top three racers. Competition begins Monday morning and ends Sunday night. Set the best time and you earn 1,000 bonus points. Come in second overall to earn 600 points. The third best time earns 400 bonus points.

Open and Sponsored Trials require no entry fee and you don't have to worry about other cars. That makes these races a great way to learn the track and perfect your racing technique. They also offer a way to gain points so you can level up your persona. Also, after you've upgraded your car, rather than simply test driving it, take it for an Open Trial and earn points, too. You earn double the points and cash during an open event, which helps make up for the wear and tear that the mileage puts on your engine parts. Open Trial winners get a cash award and a big point bonus (the same point increase Sponsored Trial winners receive).

Note

FINISHING IN THE TOP THREE OF AN OPEN OR SPONSORED TRIAL HAS A SIDE BENEFIT. YOUR NAME GOES ON TOP OF THE LEADER BOARD ALONG WITH THE PREVIOUS WEEK'S WINNER. SET THE BEST TIME AND ENJOY A MOMENT OF PERSONAL GLORY.

Open vs. Sponsored Trials

The difference between an Open and Sponsored Trial is the type of car you drive. In an Open event, you race your own car. Any damage costs you MCO bucks to repair. You also put normal wear and tear on your car's components. During a Sponsored Trial, you drive a stock car provided by *Motor City Online*, so you don't have to pay any repair costs. Everyone drives similar cars, so the outcome is based strictly on skill.

Circuit and Street Races

In Circuit and Street Races, the number and level of your opponents determine the number of points won or lost. If you come in first against high-ranking opponents, your points go up. If you finish in last place to a lower-ranked player, you lose more points. The following lists show the point breakdown. Only the player who comes in last loses points. So finish the race, even if first place has been won. This point structure keeps the racing action intense.

Points Gained During a Race

Here is the basic equation that governs how many points you gain during a race:

Winner's Points = Track Difficulty Modifier * (Winner Points + (Rank Bonus * (Opponent's Rank + 1)))

NOTES: The Track Difficulty Modifier ranges from 1.0 to 2.5 based on how hard it is to get around the track. Winner Points are fixed at 8. Rank Bonus is a constant factor of 2 for beating someone of a higher rank. So as an example, if a player beats an Experienced driver (rank of 4) on the Gearborn Tri-Oval (Track Difficulty Modifier of 1.0) they would win the following points:

Winner's Points = 1.0 * (8 + (2 * (4+1))) = 18

Points Lost During a Race

When you lose a race you can wind up getting points taken away from you. Here is how the points are calculated if you lose a race:

Loser's Points = Points Lost + (Rank Penalty * (Your Rank - Opponent's Rank))

NOTES: Points Lost has a constant value of 3, and Rank Penalty has a constant value of 2. So if an Experienced Driver (rank 4) were to lose a race with a Newbie (Rank 1), the equation would work out like this:

Loser's Points = 3 + (2 * (4 - 1)) = 9

Beating players of greater rank and losing to players with lower rank modifies the above point totals. This helps newer players take on the upper class. Watch for races against the big time drivers. If you win you can advance quickly. When you see a high-ranking opponent enter your race, be on your toes—the reward is great.

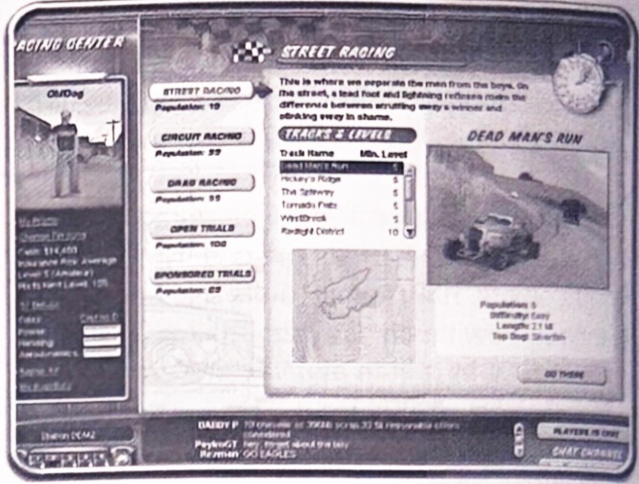
More experienced drivers must be wary of going into a race with significantly lower ranked drivers. If you have a bad race, or another driver puts you into the wall, you lose a lot of points. In a race with drivers that rank below you, look at the other drivers' insurance ratings. If the other drivers have high insurance risks, rethink entering the race—your chances of losing points increase as the insurance risk rises.

Winning the Money

When you win races, you gain points that advance your persona's rank. You also can earn money, special parts, or even the other player's car! During Sponsored Races, you earn money based on where you finish, the number of laps run, and the number of competitors. In Open Races (where you race your own car) the entry fee paid by the players determines the winnings. Think of it as a wager between you and the other drivers. Occasionally you see races where the entry fee is 10,000 MCO bucks! There are also Pink Slip Races. Lose a Pink Slip Race and you lose your car! Be careful when enterng a Pink Slip Race. Make sure losing the vehicle won't hurt you too much.

Racing

It's time to get behind the wheel and get out on the racetracks. *Motor City Online* offers several kinds of races.


RACING CENTER
STREET RACING
OldDog
STREET RACING
Population: 19
CIRCUIT RACING
Population: 39
DRAG RACING
Population: 99
OPEN TRIALS
Population: 100
SPONSORED TRIALS
Population: 69
TRACKS & LEVELS
Track Name
Min. Level
Dead Man's Run 5
Hickey's Ridge 5
The Spillway 5
Tornado Flats 5
WreckBreak 5
Redlight District 10
DEAD MAN'S RUN
Population: 5
Difficulty: Easy
Length: 2.1 M
GO THERE
PLAYERS IN CHAT
CHAT CHANNEL

This is where we separate the men from the boys. On the street, a lead foot and lightning reflexes make the difference between strutting away a winner and slinking away in shame.

Rezman: GO EAGLES

The Racing Center is your starting place for the different kinds of races. Select from Drag Racing, Open Trials, Sponsored Trials, Street Racing, or Circuit Racing.

Drag Racing

Hop in a car and get ready to race the quarter mile. A Drag Race is about speed and getting off the line quickly. The "Christmas Tree" of lights counts down from the top to the bottom. When the light hits bottom, you better already be gone—because your opponent will be. When to step on the gas depends on your car's transmission. In a car that leaps off the line in a hurry, get on the gas when the third light from the top illuminates. This gives you the best chance of being in motion at the exact moment that the light hits the bottom and the clock starts running.

Be careful, though. Hit the gas too early and your car will cross the start line before the light turns green. If that happens, you are disqualified and your opponent gets an easy victory. That would be catastrophic if you were racing for pink slips. Luckily you can set up a Drag Race to be best of one, three, five, or seven runs. But still, disqualifying is never smart. Leave when the light turns green but not a moment sooner.

There are two types of Drag Races. You race either your own car or a sponsor's. Sponsored Drag Races let you try out some faster cars sooner in the game. Races with your own car are even more fun, though. You get to see how well you've tuned up your car versus others driving a similar make and model.

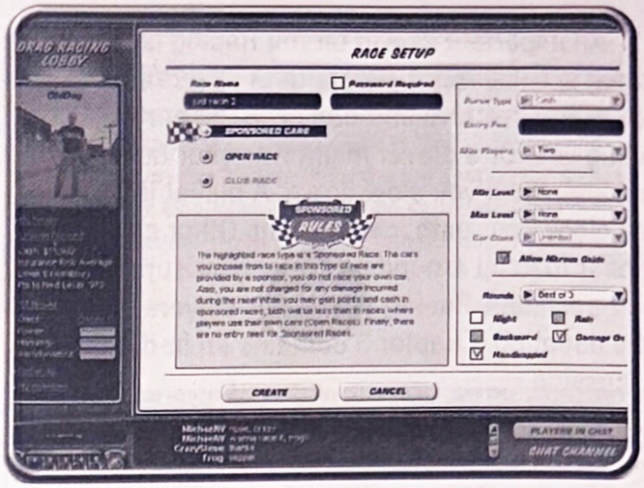
Worried that your car isn't quite up to snuff? Well, the makers of *MCO* have got you covered. Check the Handicapped button on the Drag Race creation screen to handicap the race, which forces you and your opponent to dial in your time. You have to guess how fast you can make the run. The computer will subtract your dial in time from your opponent's, and the person with the slower dial in time will get a head start over the other. The theory is that if both of you match your dial in time you would both finish in a dead tie. A tie? That's the theory, but it rarely ever happens that way. Your reaction time might be a little off that race, or your car might run slightly faster or slower. So why not just set your dial in time for eighteen seconds and get a big head start? No, that doesn't work either. If you race faster than your dial in time, you automatically lose! It's called a breakout. Set your dial in too quick and you'll give your opponent too much of a head start, but if you set it too slow you'll be in danger of a breakout. Selecting your dial in time can be tricky when you are competing in a handicapped race.

Note

When running a Handicapped Drag Race, be careful as you set your time. Set it too low and your opponent gets an extra head start. Set it too high and you'll be penalized if you beat it by too much. Know your car and know how fast you're really going to run it.

Motor City Online Drag Strips

- East Side Drag Strip
- Motor City Drag Strip



Select from a best of one, three, five, or seven series, but be careful with the one-run races. You have only one shot at a victory.

Circuit Racing

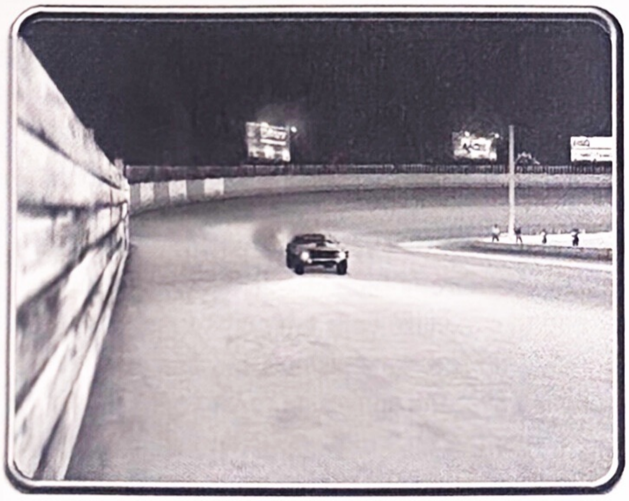
Circuit Racing takes place on an enclosed circular track. Races are four to eight laps long. Running on the Circuit tracks is all about holding the racing line and steering clear of other players. You can turn some pretty awesome times on the Circuit tracks and really test your car's performance and handling. For Circuit Racing, use a lower-ratio rear end to maximize your top end speed. Also, use a low-geared transmission and add a spoiler. Air coming over the spoiler increases your down force, giving the tires better grip and improving acceleration. The spoiler also gives you tighter handling in the curves. This helps you hold the racing line at faster speeds.

Stay out of the walls. In some racing games, hitting the walls is not a big deal. But that's not the case in real life, and that's not how *Motor City Online* plays either. When you get into the wall, not only do you slow down, but the damage you take affects your overall handling and aerodynamics—which lowers your top speed. If you hit the wall fast enough, you can even flip over. The game will reset your car right side up on the track, but you lose ground.

An important skill in Circuit Racing is maneuvering around your opponents. A player might get below you in a turn and deny you the perfect racing line. Or a player might ride your tail and ram into you if you slow down. A player in front can block your path, causing lag. Other cars can appear to jump around as the network updates their positions. Racing with other players can be very daunting. Chapter 3 contains an in-depth discussion.

Circuit Racetracks

- Fair Grounds Big "O"
- Gearborn B-Oval
- Gearborn Tri-Oval
- Proving Grounds
- Bel-Air Grand Prix (opens after Level 5)
- Motor City Classic (opens after Level 10)



THE FAIR GROUNDS BIG "O" PROVIDES A UNIQUE RACING EXPERIENCE. THE DIRT TRACK ALLOWS YOU TO PULL THE WHEEL HARD WHILE YOU KEEP THE PEDAL TO THE METAL, MAKING YOUR CAR SLIDE AROUND THE TURNS.

Note

REMEMBER THAT IF YOU RACE YOUR OWN CAR ON A CIRCUIT TRACK, YOU'LL HAVE TO PAY TO REPAIR ANY DAMAGE THAT YOUR CAR SUFFERS. DON'T WORRY ABOUT WRECKING THAT $5,000 PAINT JOB, THOUGH. PAINT REPAIRS COST THE SAME AMOUNT WHETHER YOU HAVE A $5,000 FLAME JOB OR A RUST BUCKET RIDE.

Street Racing

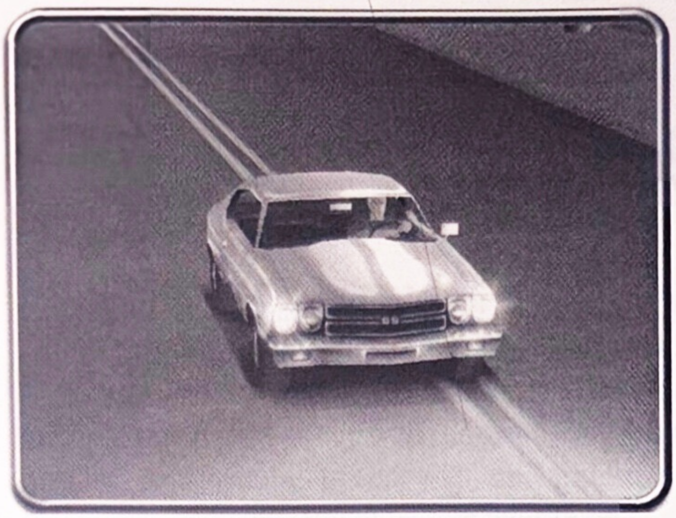
You should initially race only at the Drag Racing strips and the Circuit tracks. Street Racing is for more experienced players, and rightfully so. It can be very dangerous. The hairpin turns require excellent driving skills. Most of the Street Racing tracks unlock after you've reached Level 5, but others unlock much later.

Make sure your car is set up correctly for the course. Install your biggest spoilers, which minimize back end spins on twisty turns. You also must slow down then get right back on the gas, so you need a transmission with a high gear ratio. This sacrifices some top-end speed but gives you maximum acceleration.

Take a couple of test runs on the Street Racing tracks before you race them. You need to learn where you can pass your opponents. Power sliding also requires some getting used to. Check chapter 3 for details.

Street Racing Tracks

- Dead Man's Run (opens after Level 5)
- Hickey's Ridge (opens after Level 5)
- The Spillway (opens after Level 5)
- Tornado Flats (opens after Level 5)
- Westbrook (opens after Level 5)
- Red Light District (opens after Level 10)
- Skoggit County Road (opens after Level 10)
- Gas Town (opens after Level 15)
- Thunderbird Alley (opens after Level 15)
- Metro Garage (opens after Level 20)
- Metro Strip (opens after Level 20)
- Roadkill Run (opens after Level 20)
- Hazard Hollow (coming soon)



DEAD MAN'S RUN IS AN INTERESTING RACE. YOU RUN TO THE END OF THE TRACK, THEN SPIN AROUND AND RACE BACK TO THE START LINE. BE CAREFUL—CARS ARE COMING AT YOU FROM THE OTHER DIRECTION.

Sponsored and Open Trials

To practice your skills without competing against other drivers, race in the Trials. These weekly competitions are held on each of the Circuit and Street Racing tracks. Competitions begin Monday morning and run through Sunday night. The racer with the best time at the end of the week wins 1,000 points, while the second place finisher wins 600 points, and the third place finisher wins 400 points.

It takes a lot of practice to crack even the top 100 finishers. You must hold the perfect racing line to maximize speed and minimize time. If you get into the walls, forget it.

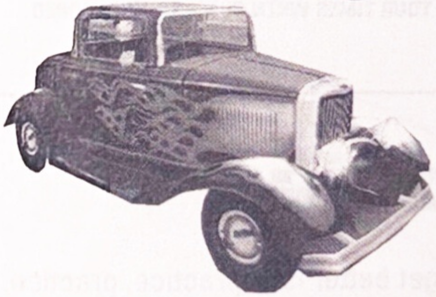
But you don't have to finish in the top 100 to make racing in the Trials worthwhile. Each track has a different qualifying time. Beat the qualifying time to earn points and money. The faster your time, the more money and points you gain. The Trials are an excellent way to earn experience points for your persona and extra funds for cars and parts. It's also important to warm up with Trials before you compete against the other drivers.

Open Trials vs. Sponsored Trials

Open Trials are a good way to test out your upgrades. Until you get a better car than your original '57 Bel-Air, Ranchero, or Fairlane, you can't contend for the top spot on the leader board. But as long as you qualify, you earn points and money. During Sponsored Trials, you pick from the following list of cars. Chapter 7 provides more details.

Sponsored Trial Cars

Circuit Track Trials	Street Track Trials
'70 Ford Boss 429	'59 Oldsmobile 4-4-2
'69 Plymouth GTX	'69 Ford Torino Cobra
'70 Plymouth Hemi Cuda	'70 Plymouth 440 Cuda
'69 Oldsmobile 4-4-2 W-30	'70 Chevrolet Chevelle SS
'69 Oldsmobile Hurst 4-4-2	'73 Pontiac Firebird Formula
'69 Pontiac GTO Judge	'69 Pontiac GTO



Racing Basics

Hop behind the wheel and press the gas pedal—racing is that simple, right? Wrong. Getting around the track in one piece can be tricky. To set the best race times and compete for the top spot in the Open and Sponsored Trials, you need to brush up on a few racing fundamentals. We teach you how to enter and exit the turns properly, how to set up for an S-curve, how to power slide, and how to follow the racing line.

Getting Comfortable

Make sure you're comfortable, because you need to concentrate. You're racing through turns at 150 miles per hour. Shifting in your seat can break your concentration and put you into the wall. If you're driving your own car, the damage can be quite costly. So make sure you can concentrate before heading out onto the racetrack.

Tip

JUST BEFORE THE LIGHT GOES GREEN, REV YOUR ENGINE TO HIGH RPMS. YOUR RPMS APPROACH 3,000 AS THE STARTING LIGHT GOES GREEN AND YOU TAKE OFF SMOOTHLY FROM THE STARTING LINE. THIS LEAVES THE OTHER DRIVERS IN THE DUST AND CAN TAKE ALMOST A FULL SECOND OFF YOUR RACING TIME. USE THIS METHOD TO IMPROVE YOUR TIMES WHEN RUNNING SPONSORED AND OPEN TRIALS.

GETTING AROUND THE RACETRACK CAN BE DIFFICULT. KEEP YOUR CAR ON THE RACING LINE.

Practice

The only way to get better is to practice, practice, practice. Turning laps on any racetrack helps tremendously the next time you compete on that course. Race Open and Sponsored Trials to get a feel for the tracks. The Trials also earn you extra points and MCO bucks.

Don't worry about qualifying every time either. In fact, don't even try to the first time out. Learn the lay of the land. The game may show you a picture of the racecourse, but it doesn't tell you everything. How fast will you be going as you set up for the S-curve on the backstretch? How long is the straightaway in between the two big turns? How much must you slow down to get around that hairpin turn? The information you gather will be worth your time and effort when you head out at full throttle.

The Racing Line

The fastest way around the track is known as the racing line. That line varies for every racecar. It depends on how your car is set up and how it handles. Cars with better tires and tighter handling hold the track better than cars with narrower tires and looser handling. You must find your racing line and learn it well. Your racing line can even change during a race. Did you get into the wall or hit another racecar earlier? The damage affects your car's handling, and therefore your racing line. Each time you start a session of *Motor City Online*, head to the Sponsored or Open Trials and turn a few laps. This helps you warm up and find your line before you compete against other racers.

Finding your racing line means finding the path that lets you travel as fast as possible. You could use a joystick or racing wheel with force feedback capabilities, which allows you to feel when the car is beginning to slip. The biggest drawback to using a racing wheel or joystick with force feedback is that you spend more time fighting the wheel than running a good line. We recommend relying on the sound of your car. If you can hear the tires squealing as you run through a turn, you're not on the right racing line and must brake, get off the gas, or turn sharper to stay out of the wall.

Don't Turn the Wheel

Every time you turn the wheel you reduce your speed. In turns, hold the wheel steady. If you crank the wheel over hard, you bleed off a lot of speed. On the straightaways, don't wander around the racetrack. Know where you want to go, point the car in the right direction, and leave it that way. If you hear your tires squealing, you're losing speed. Next time, find a better racing line.

Racing Through the Turns

Driving down the straightaways is pretty easy, just point the car and jam the gas to the floor. It's even easy to watch out for other racecars. What separates the good drivers from the rest of the pack is how they handle the turns. The faster you get through the curves, the sooner you can get onto the straightaway and back to maximum speed. The fastest way through the turn is a straight line—drive across the turn, rather than through it.

Head over to Sponsored Trials, select the Gearborn Tri-Oval, and pick the '70 Plymouth Hemi Cuda. Let's consider two different scenarios. The first is shown in figure 3-1 below. The shortest way around an oval track is to the inside, right? But when we reach the first turn, we have to cut the wheel sharply.

What happened? Turning the wheel robbed your car of speed and RPMs. You also probably hit the brakes, because otherwise, you'd plow into the wall.

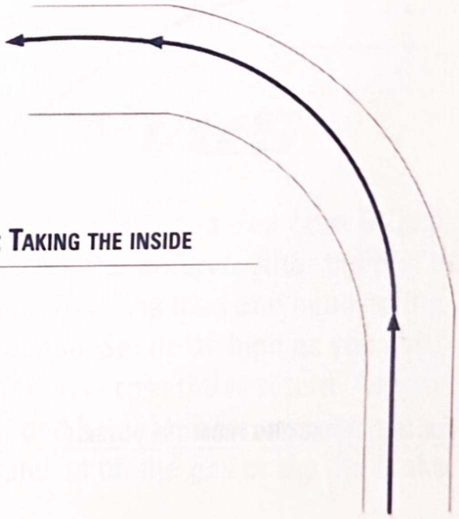
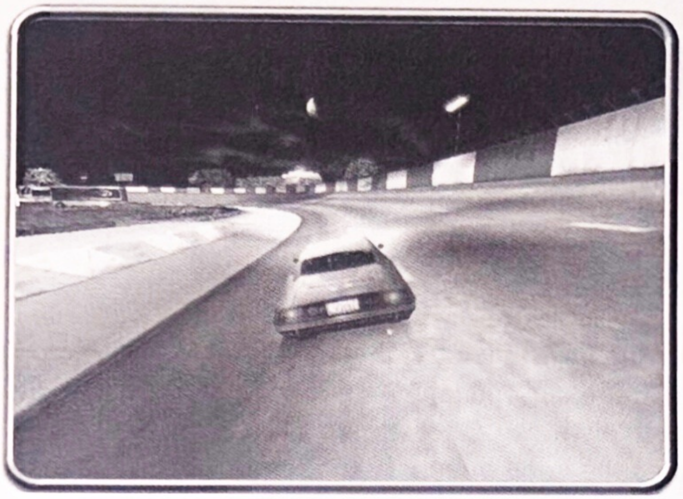


Fig. 3-1: Taking the inside



Race from the inside of the racetrack and you have to turn the wheel too much.

The second scenario is to take the straightaways along the outside edge of the track. When the turn approaches, a slight movement of the wheel causes the car to dive in and attack the turn. You're driving across the turn rather than around it, keeping a straighter line. If you only turn the wheel a little bit, you travel faster through the turn, and you set faster overall lap times. Head back to the Gearborn Tri-Oval and try it. If you set up right, you're doing about 130 mph out of the turn and regain 140+ mph in no time.

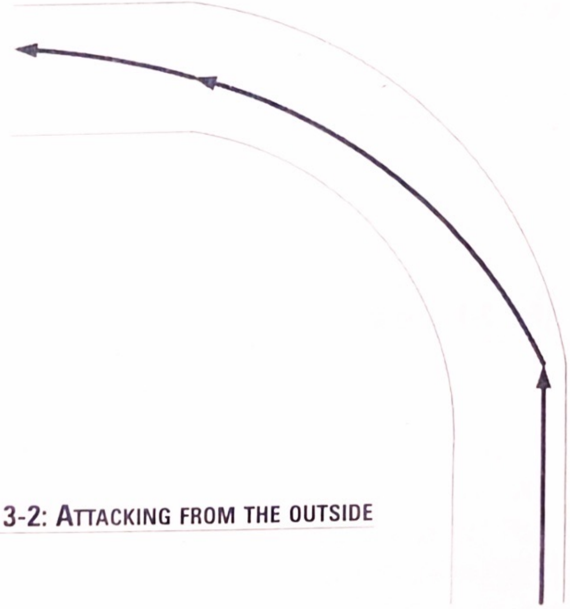
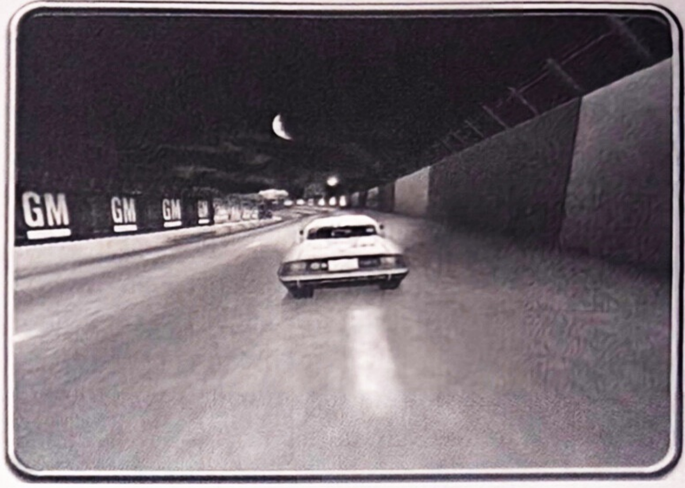
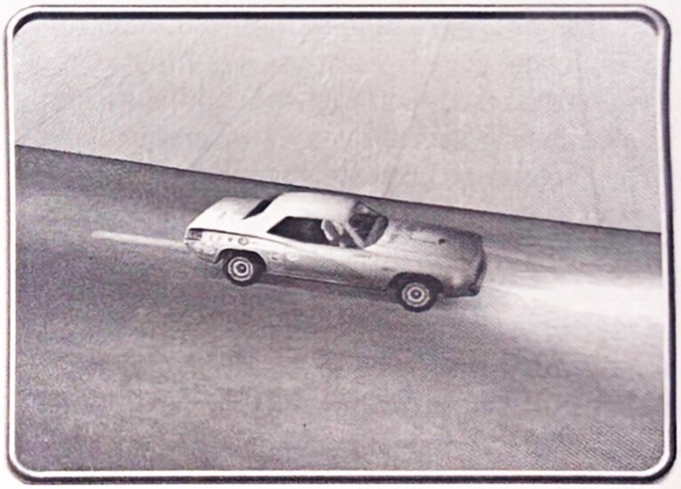


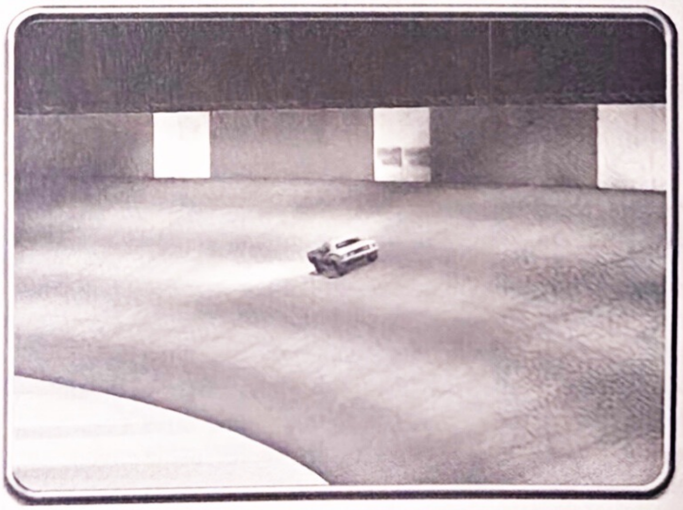
Fig. 3-2: Attacking from the outside



Enter the turn from the outside. A small turn of the wheel makes the car dive into the turn and attack the corner.

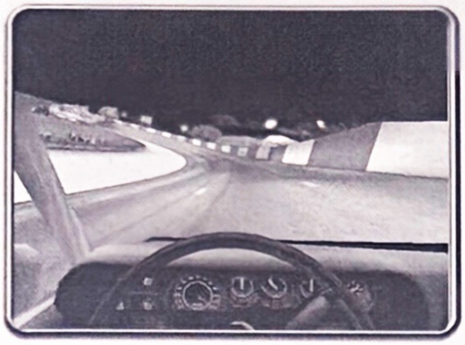


In the middle of the turn you're near the inside apron. Get on the gas full throttle ...



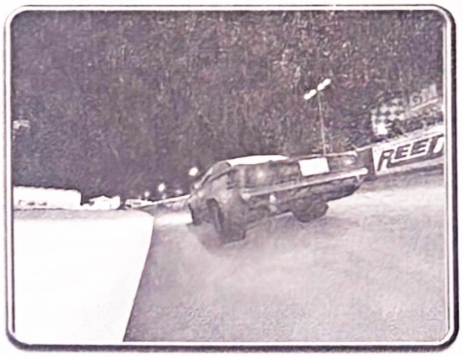
... and come out of the turn gaining speed for a perfect run down the straightaway.

Following Your Previous Run



Did you nail it the last time you ran through the turn? Wouldn't it be nice if you could see exactly how you did it? Well, in *Motor City Online* you can. See the tire marks on the track? Those were from the last time you went through the turn. Follow in your footsteps, so to speak, and nail the turn again. This only works in Time Trials, however, because when you race against other drivers the track will show multiple sets of tire tracks.

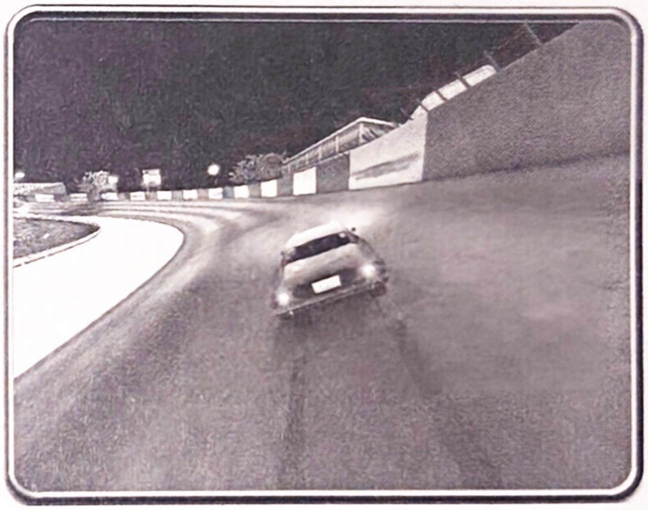
Tip



BE CAREFUL IN THE MIDDLE OF THE TURN. ON OVAL TRACKS, DON'T LEAVE THE TURN AND CROSS OVER ONTO THE INSIDE APRON. THE TURNS ARE BANKED TO HELP YOU TAKE THEM FASTER. THE APRON'S DIFFERENT BANKING CAN PLAY HAVOC WITH YOUR HANDLING. SOMETIMES IT'S YOUR ONLY CHOICE, SUCH AS WHEN ANOTHER DRIVER IS TRYING TO SQUEEZE YOU DOWN LOW, BUT AVOID IT.

Brake Sooner

Sometimes you enter a turn and can't hold the racing line. So you slam on the brakes to avoid an accident, but you also bleed off too many RPMs and too much speed by braking for so long. In cases like this, brake sooner and softer. As soon as your car starts to drift toward the wall and off the racing line, tap the brakes. Your car slows down and gets back on the racing line. You may have lost a little speed but you held the line. This lets you set up to exit the turn and rocket down the straightaway. Brake for short bursts rather than jamming on the brakes when it's already too late.



HIT THE BRAKES TOO LATE AND YOU'LL HEAD TOWARD THE WALL.

S-curves

On the Street tracks and the Gearborn B-Oval, you have to negotiate the S-curve. After the first turn, you get dumped into the next one heading the opposite direction. Set up as high as you can, then dive straight across the first turn. As you enter the second half of the S-curve, turn the wheel hard and let off the gas or tap the brake.

This snap slides you around the second turn and gets you pointed in the right direction.

Racing through an S-curve can be tricky. The racetrack gets pretty tight and the potential for an accident is very high. If other drivers are entering the turn at the same time, slow down to gain some room.

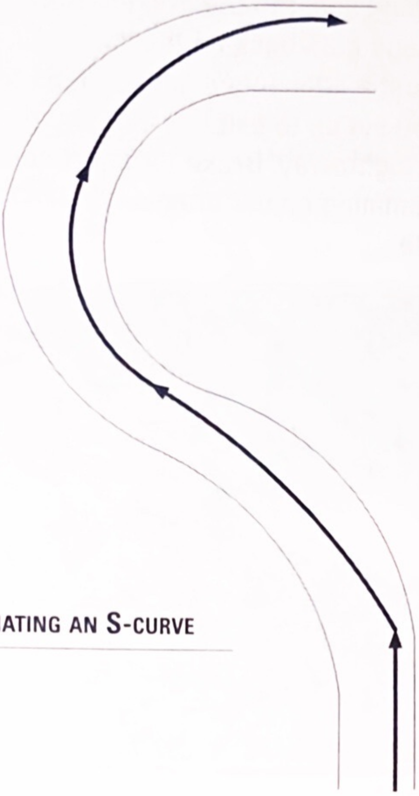
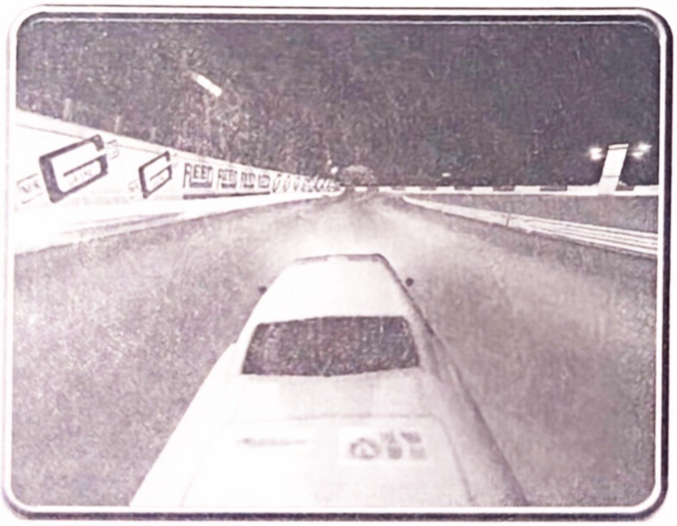
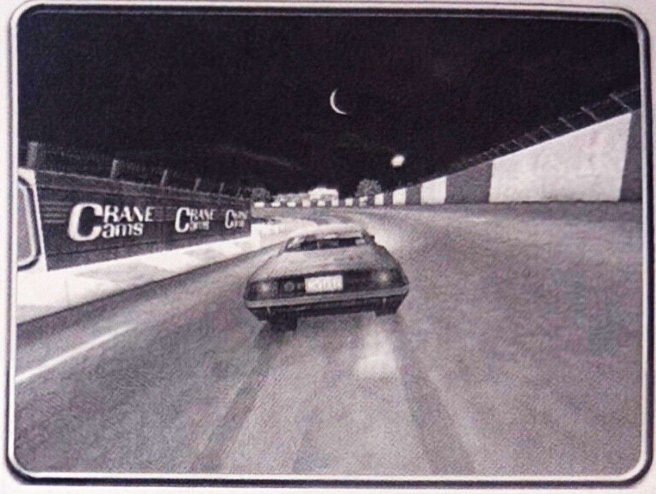


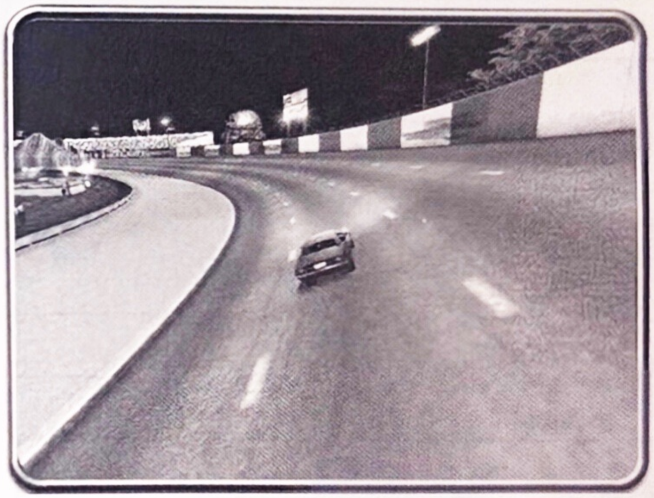
Fig. 3-3: Negotiating an S-curve



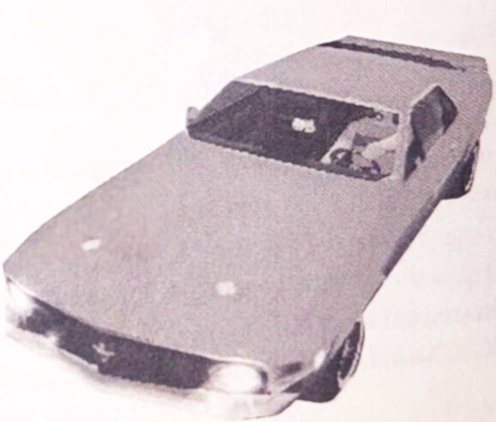
Set up as high as you can when you approach the first part of the S-curve.



Then cut straight across the curve. This sets you up for the second half.



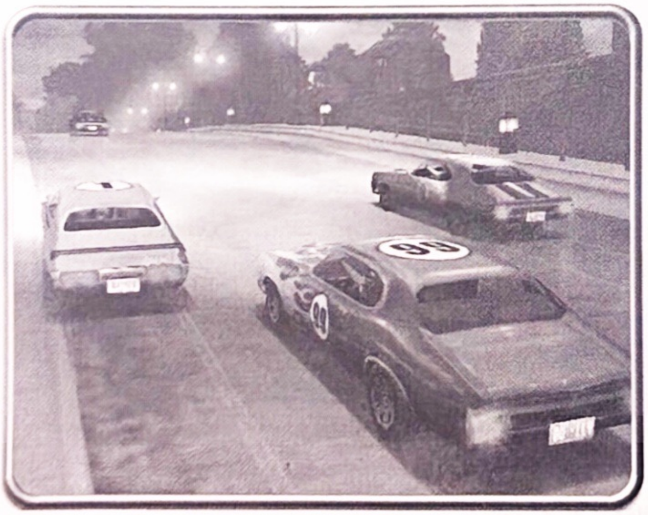
Let off the gas or tap the brake as you enter the second half. Turn the wheel hard and your car slides a bit to point in the right direction. This isn't a power slide. You aren't making as radical a direction change.



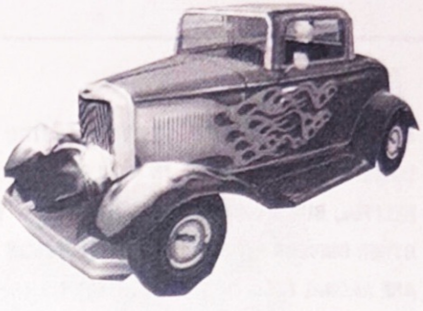
Racing Against Other Players

Racing on the track by yourself against the clock is one thing. Racing on the track with three other drivers is something else entirely. You have a side-by-side start, and if you're on the outside, you're set up to attack the first turn. But you can't dive too hard into the curve because the other car is below you, denying you the perfect position. You might have to brake a little more to stay out of the wall. You also have to worry about your opponent drifting up into you. When you see the other driver coming you have to decide quickly. Either stay on the gas and hope you shoot right past him, or tap the brake and concede the spot. Don't let him put your car into the wall.

If you're on the inside, the driver to the outside will try to come down low to attack the turn, but you are in the way. Either speed up, slow down, or drive lower into the turn. Getting on the apron beats getting driven into. You also have to worry about drifting up into the other driver. Keep your ears open and the in-game map on. You can hear the other driver approach and see his or her marker on the racetrack.



Sometimes the other car is right where you want to go. Adjust your racing line to keep from crashing.



Passing

Passing can be tricky. In an Open race, a lot depends on how well your car stacks up against the others. Do you have the horsepower to overtake your opponent? Will your car hold the line at a faster speed? Is your acceleration curve better than your foe's? If you are significantly outclassed, just try to run the perfect race and hope the other guy makes a mistake. But if your cars are evenly matched, as in a Sponsored race, your driving skills determine the outcome. Passing is key and your best chance to pass is in the turns. Find a way to make it through faster. That usually means staying on the accelerator a little longer than the other guy. But be careful. Aggressive driving can win the day, but recklessness leads to accidents.

If you pass on the outside, the other driver may creep up the turn and into your car. Because you're on the outside, you don't have much room to maneuver. And you can't dive in and attack the turn, so you have to slow down.

To pass on the inside, your best bet is to cut the turn narrower than your opponent. This means going down onto the apron. This can work if you keep your foot on the gas and be ready to react as you leave the banking. If you can hold on, you can squeak by.

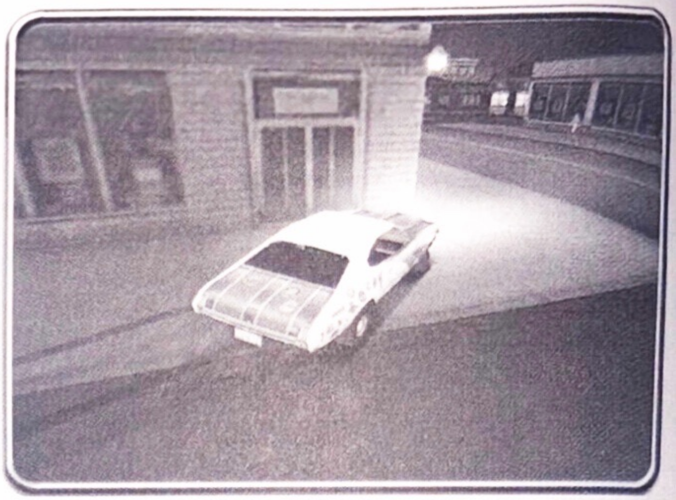
When you enter a turn, you usually brake or decelerate to hold the racing line. But if someone's right on your tail, you could be in for trouble. If the other driver doesn't notice you checking up in time, he'll tap your bumper. When your back end gets hit in a turn, the car almost always spins out of control and heads for the wall.

Tip

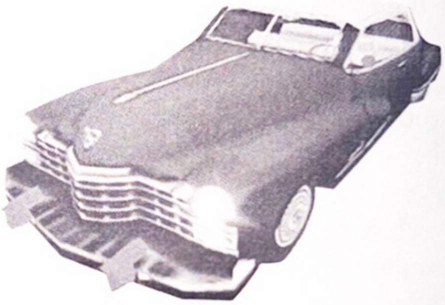
ONE OF THE GREATEST ASPECTS OF *MOTOR CITY ONLINE* IS THE COMMUNITY OF PLAYERS. IN GENERAL, EVERYONE IS VERY HELPFUL, BUT WORD GETS AROUND FAST IF YOU CONSTANTLY PUT OTHER DRIVERS INTO THE WALL, ESPECIALLY WHEN THE DRIVERS ARE RACING THEIR OWN CARS. PUTTING THEM INTO THE WALL COSTS THEM MONEY AND RUINS YOUR REPUTATION. SURE, OTHER DRIVERS WILL PUT UP WITH AN OCCASIONAL ACCIDENT, AND IN REALLY LAGGY RACES, THE CARS JUMP AROUND, MAKING IT HARDER. BUT WHEN CRASHING INTO OTHERS BECOMES A PATTERN, OTHER DRIVERS WILL TALK ABOUT YOU AND BOOT YOU OUT OF RACES. REMEMBER TO PLAY FAIR AND KEEP THE *MOTOR CITY ONLINE* COMMUNITY A GREAT PLACE TO HANG OUT.

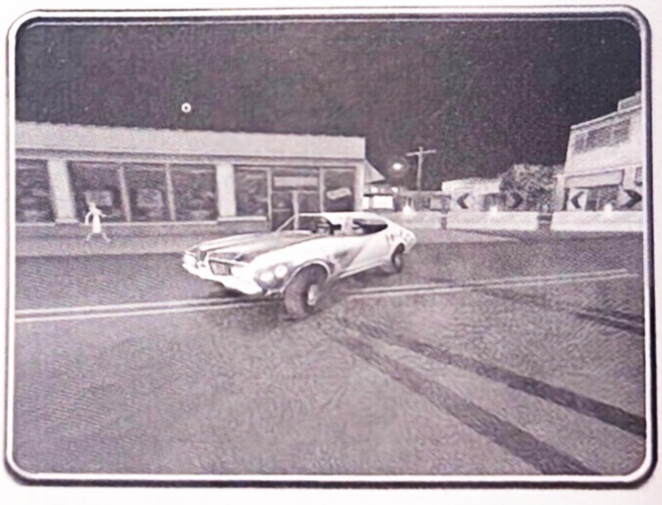
Power Slides

The Street Racing tracks are restricted to drivers of Level 5 or more. And for good reason. The tracks can be really rough and the narrow straightaways are filled with twists and turns. To get around some of the trickiest curves you must power slide. As you approach the turn, hit the brakes and turn the wheel until you're pointing in the right direction. Then get back on the gas. Your car slides around and you can negotiate sharpest of turns. To do well in Street Racing, you have to take these turns as fast as you can.

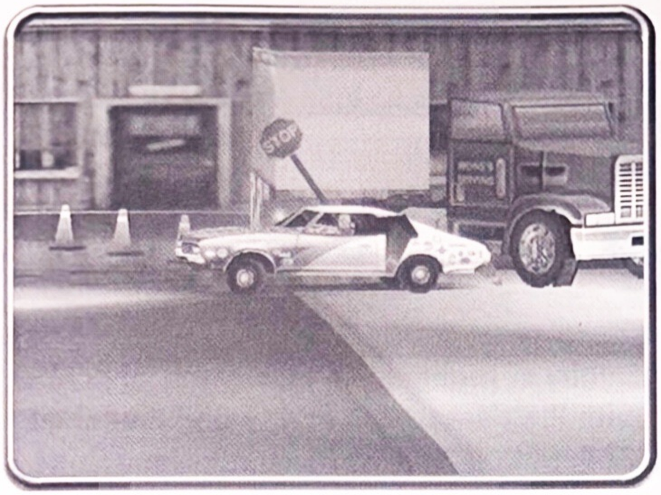


WHEN YOU APPROACH A TIGHT TURN, SUCH AS THIS 90-DEGREE TURN NEAR THE BEGINNING OF DEAD MAN'S RUN, CUT THE WHEEL AND HIT THE BRAKES. THIS LOOKS CLOSE, BUT YOU CLEAR THE BUILDING.





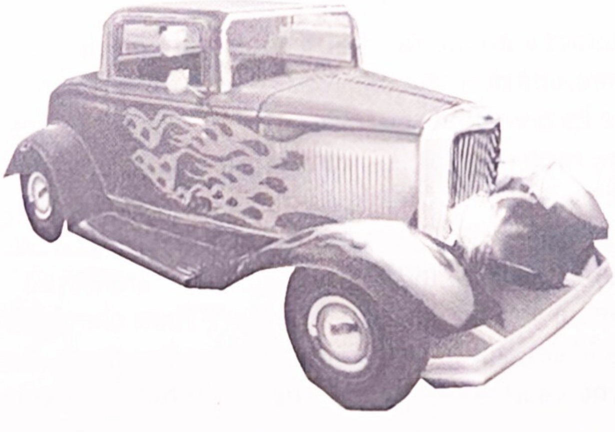
ONCE YOU ARE POINTING IN THE RIGHT DIRECTION, GIVE IT SOME GAS.

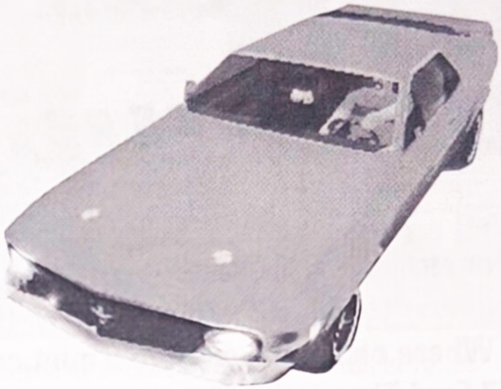


MESS UP A POWER SLIDE AND YOU GO OUT OF CONTROL INTO AN OBSTACLE SUCH AS THIS STOP SIGN. THE DAMAGE TO YOUR CAR CAN BE SIGNIFICANT. RACE THE COURSE WITH SPONSORED CARS BEFORE RISKING YOUR OWN.

Tip

BE CAREFUL WHEN POWER SLIDING. IF YOU ARE GOING TOO FAST AS YOU APPROACH THE TURN, OR IF YOU HOLD THE BRAKES TOO LITTLE OR TOO LONG, YOU CAN LOSE THE BACK END. IT WILL SLIDE TOO FAR AND SLAM INTO THE WALL, GUARDRAIL, OR OTHER STRUCTURE. PRACTICE BEFORE RISKING YOUR OWN CAR.





Handling

When you select a Sponsored Race car, it lists the handling of the car as loose, medium, or tight. How the car is set up determines how fast you can race through the turns. The tighter the car, the faster you can maneuver through the turns. Tight cars hold the track a lot better. On a looser car, your back end tends to spin around, which is actually good when you are power sliding around a hairpin turn. So how do you tighten or loosen your car? Chapter 5 has tips on how to tweak your car so it handles just the way you want it.

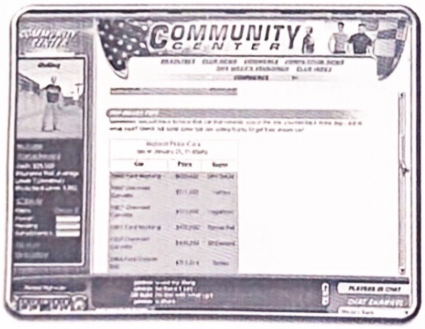
The Racing Community

The major strength of *Motor City Online* is the community of racing fans. Thousands of people come together to enjoy a favorite hobby: tinkering with their dream car and racing it against people. Where else can you own a mint condition '32 Ford Coupe, a '70 Plymouth Hemi Cuda, and a '57 Ford Thunderbird?

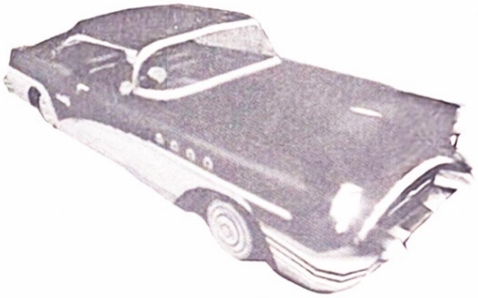
Most *Motor City Online* racers are very helpful. Need a hand upgrading your '57 Chevy Bel-Air? Head to the Mechanic's Corner and someone will have a tip for you. Wonder how to tackle a particular racetrack? Head to the Racing Center. Sometimes you have to sort through all the answers to find the ones that work best for you (everyone's racing style is different) but the other racers will always give you a hand.

Community News

When online, check out the Community News section for weekly news. Check out the Club News section for happenings in the major clubs. Or check out the Commerce section to find out what people are paying for parts and cars. Don't forget to check out World News to read about the latest patches and upgrades, such as the new Hazard Hollow track.



CHECK OUT COMMUNITY NEWS FOR USEFUL INFORMATION SUCH AS WHEN THE NEXT UPDATE WILL TAKE PLACE AND WHAT NEW CARS WILL BE ADDED.



Chat Rooms

Interact with the racing community through the numerous in-game chat rooms. Each racetrack has its own chat room, so you can talk to drivers who race on your favorite tracks. Set up private races with your friends or relive the previous race. The New Player Info Chat Room gives new players a place to get their questions answered. Need a hand upgrading your car? Then check out the Mechanic's Grill for some great tips there. But if you've never been in a chat room before, some of the acronyms might be little confusing. There are hundreds of abbreviations, and you can find them online if you look hard enough. Here are some common ones:

Chat Room Glossary

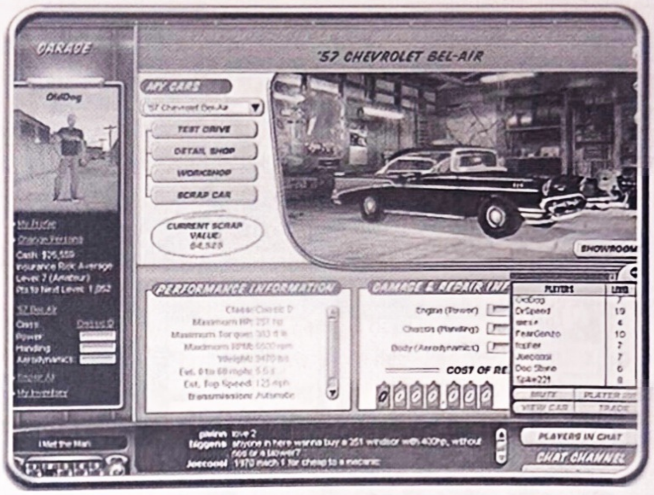
Word	Meaning
^5	high five
adn	any day now
afaik	as far as I know
brb	be right back
btw	by the way
cu	see you
cya	see ya
fyi	for your information
fwiw	for what it's worth
g	grin
gla	good luck all
gr	good race
iae	in any event
imho	in my humble opinion
lol	laughing out loud
ltns	long time, no see
mtf	more to follow
oic	oh, I see
rofl	rolling on the floor, laughing
ta	thanks again
tnx	thanks
ty	thank you
wb	welcome back
yw	you're welcome

Tip

Type "/?" to get a complete list of available chat commands.

Tip

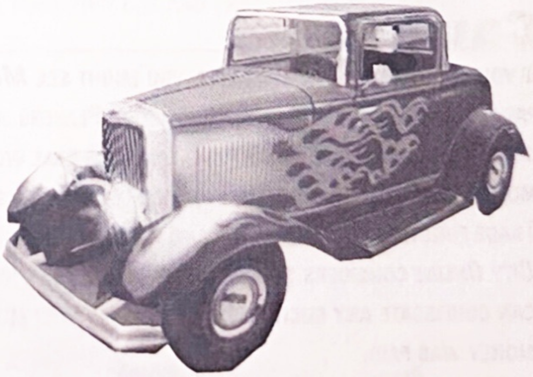
To have a private chat, use whisper. Type */w persona, message.* So /w old dog, how you doing? will whisper "how you doing?" to old dog if he's online.

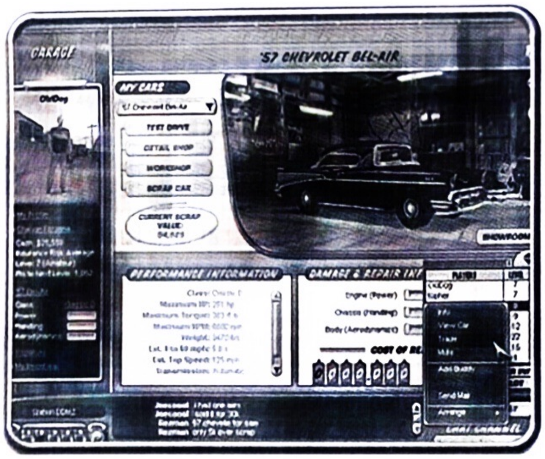

GARAGE
'57 CHEVROLET BEL-AIR
MY CARS
TEST DRIVE
DETAIL SHOP
WORKSHOP
SCRAP CAR
CURRENT SCRAP VALUE:
SHOWROOM
PERFORMANCE INFORMATION
COST OF RE
PLAYERS IN CHAT
CHAT CHANNEL

When you're upgrading your car, plug in to the Mechanic's Corner chat room to get advice from other racers.

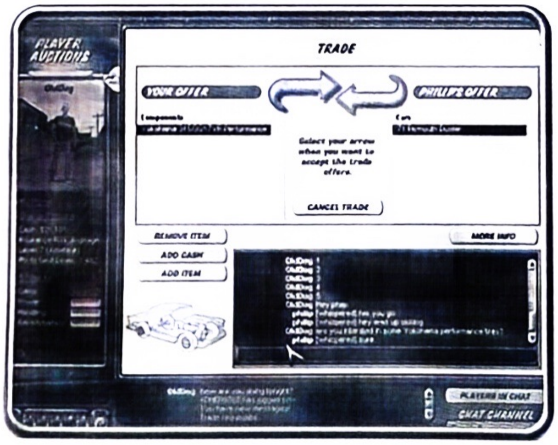
Trading Parts

When you have an extra part, you can hang on to it, scrap it, or trade it for something you need. You have an inventory cap, so hanging onto every part is not an option. You could scrap the part for cash, but there is a better way. Talk to the other players in the chat room, and you often find someone who wants your part and has an extra part that you could use. Head to the trade screen and swap parts.




GARAGE
'57 CHEVROLET BEL-AIR
MY CARS
TEST DRIVE
DETAIL SHOP
WORKSHOP
SCRAP CAR
CURRENT SCRAP VALUE:
SHOWROOM
PERFORMANCE INFORMATION
DAMAGE & REPAIR INF
COST OF RE
PLAYERS
Info
View Car
Trade
Mute
Add Buddy
Send Mail
CHAT CHANNEL

To trade, right click on the player's name in a chat room to bring up this menu.


PLAYER AUCTIONS
TRADE
YOUR OFFER
PHILIPS OFFER
Select your arrow when you want to accept the trade offers.
CANCEL TRADE
REMOVE ITEM
ADD CASH
ADD ITEM
MORE INFO
PLAYERS IN CHAT
CHAT CHANNEL

If the other party is interested, he or she can respond and trading continues. Trading is a great way to swap parts you don't need for more necessary items.

Caution

If you look around the Internet, you might see *MCO* car parts for sale on various auction sites. Players who have great stuff often try to auction items for real world money. After the transaction is complete, they use the Trade function to give the part to its new owner. *Motor City Online* considers this practice illegal, and managers can confiscate any such parts, no matter how much real money was paid.

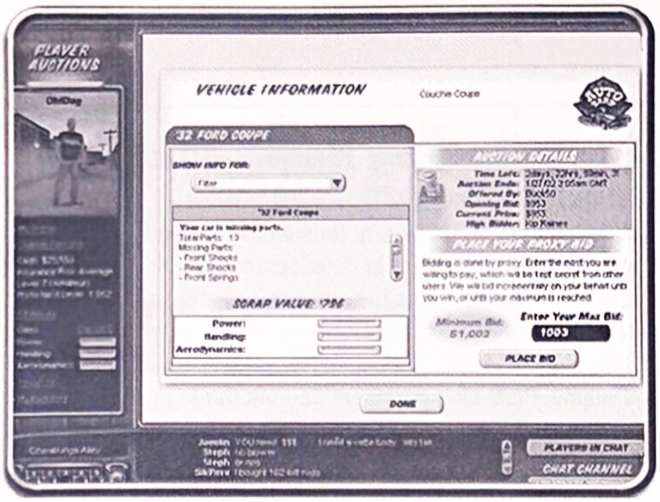
Loans

Trades can also be a way to temporarily loan other players your car, MCO bucks, or parts. But make sure you get some collateral. If the other player skips town, sells the part, or deletes his persona, you're out of luck. There's no way to get the part back. So make sure you trust the other player and get something for collateral.

Auctions

You can buy parts from the product catalog and cars from Auto Sales or Righteous Rides, but you also can find some great deals on the auction block. The auction system works just like popular Internet auction sites. When you find a part you like, click on Bid/Info for more information. If you're still interested in the item, select Bid and enter the highest amount you are willing to pay for the item. That money is deducted from your account immediately and is returned if you are outbid. This guarantees that the seller will get paid and protects you from accidentally overspending.

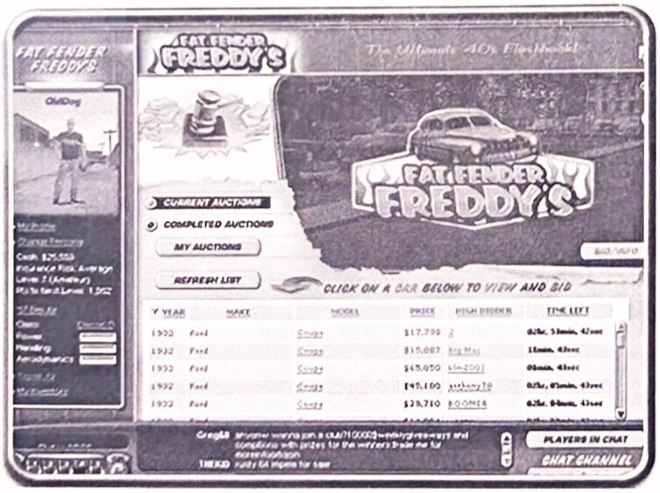
The auctions work on a proxy bid system. Your bid is entered at the lowest amount possible. As other racers bid on the same item, your bid is increased toward your maximum amount. If you someone overbids your maximum, a message from City Hall lets you know this. If the auction is still open, you can increase your bid. If you are the top bidder when the auction ends, an email from City Hall alerts you and the item is transferred to your inventory.


PLAYER AUCTIONS
VEHICLE INFORMATION
'32 FORD COUPE
AUCTION DETAILS
PLACE YOUR PROXY BID
SCRAP VALUE: 1706
Power:
Handling:
Aerodynamics:
Minimum Bid: $1,003
Enter Your Max Bid:
1003
PLACE BID
DONE
PLAYERS IN CHAT
CHAT CHANNEL

If you get outbid, a message arrives from City Hall. If the auction is still open, you can increase your bid.

Auction Sites

- Classic Chrysler
- Cool Cat Wheels
- Fat Fender Freddy's
- Muscle Mike's
- Original Ford
- Original GM
- Player Hosted Auctions


FAT FENDER FREDDY'S
FAT FENDER FREDDY'S
The Ultimate 40s Flashback!
CURRENT AUCTIONS
COMPLETED AUCTIONS
MY AUCTIONS
REFRESH LIST
BID/INFO
CLICK ON A CAR BELOW TO VIEW AND BID
YEAR
MAKE
MODEL
PRICE
HIGH BIDDER
TIME LEFT
PLAYERS IN CHAT
CHAT CHANNEL

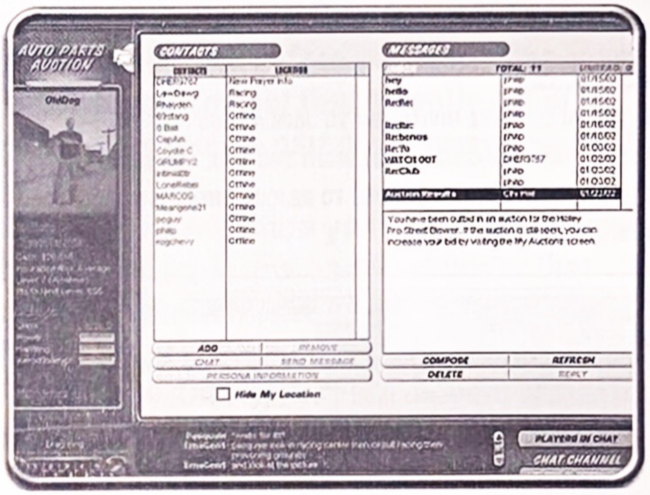
***Motor City Online* auctions are a great way to find awesome deals. You can sort the available auctions by price to find great deals, or by time to find auctions that are ending soon.**

Making Your Bid

Before bidding, look at the item's scrap value (the part's intrinsic value). If you pay significantly more than the scrap value, you will have a hard time reselling the part.

Also, try not to fall in love with an item and go crazy with your bid. Follow the conversations in the auction chat rooms or the community newsletter to learn what people are paying for items. Some people pay outrageous amounts for items.

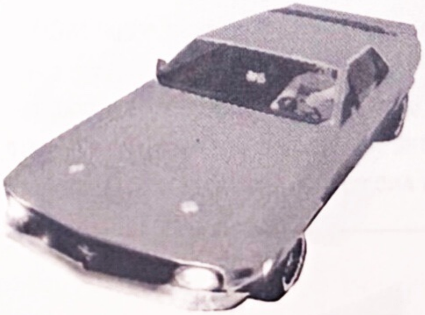
Also check how much the part has been used. Parts have a wear factor and you can tell how many miles the part has left before it breaks down. If the item has only a few miles left on it, make sure the selling price reflects that.


AUTO PARTS AUCTION
CONTACTS
MESSAGES
ADD
REMOVE
CHAT
SEND MESSAGE
PERSONA INFORMATION
Hide My Location
COMPOSE
REFRESH
DELETE
REPLY
PLAYERS IN CHAT
CHAT CHANNEL

When you find an item you want to bid on, click the Bid/Info button to learn more about the item. Pay attention to the scrap value.

Tip

If you see an item that is really cheap, grab it even if you can't use it right away. You can always trade it to another player and turn a tidy profit on the transaction. A clever eye can help you make some extra MCO bucks for your own car and part upgrades.

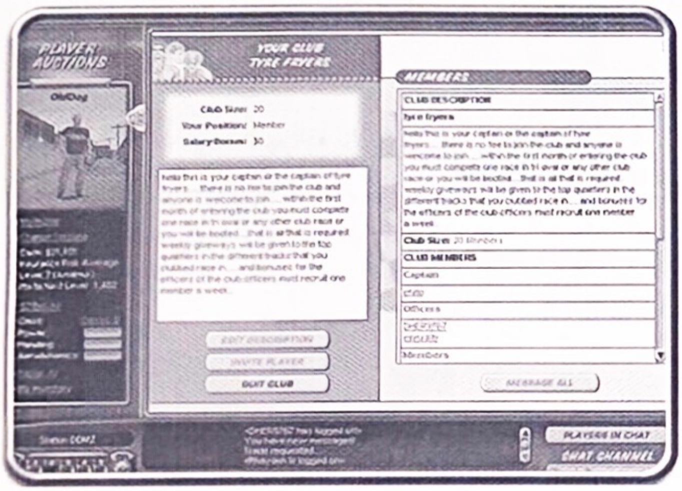


Racing Clubs

Racing clubs are a great way to meet other racers and are a great source of advice. Club members will help you set up and upgrade your car. When you get invited into a club, the MC icon flashes. You can then accept or decline the club's invitation. Be picky when you get an invitation into a club. Make sure you like that group of racers.

Note

IF YOU ACCEPT THE INVITATION TO JOIN A CLUB AND THEN DECIDE THAT THE CLUB IS NOT RIGHT FOR YOU, YOU CAN ALWAYS LEAVE. IF YOU CHOOSE TO REJOIN, THERE IS A WAITNG PERIOD OF SEVERAL DAYS.



Club Size: 20
Your Position: Member
Salary Bonus: 30

CLUB DESCRIPTION
Club Size: 20 Members
CLUB MEMBERS
Captain
Officers
Members

ONCE YOU ARE IN A CLUB, VIEW THE OTHER MEMBERS BY SELECTING THE MC ICON FROM THE MAIN GAME SCREEN.

Note

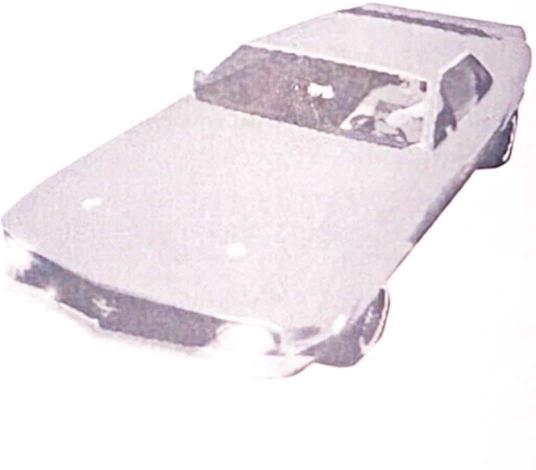
YOU CAN START YOUR OWN CLUB—IF YOU HAVE 5,000 MCO BUCKS. EACH WEEK THE CLUB PRESIDENT RECEIVES A CHECK FOR 50 MCO BUCKS PER CLUB MEMBER. SO ONCE YOU'VE STARTED YOUR CLUB, EXPAND THE MEMBERSHIP. USE THE MONEY TO HELP YOUR CLUB MEMBERS AND BUY SPECIAL PARTS FOR THE TEAM.

Late Breaking News: Club Registration

The developers of *Motor City Online* have recently announced a new feature in development—Club Registration. For an extra fee you can register your club. This lets you select a three letter acronym and a logo. During chat sessions, the club acronym will appear next to your name. Plus, club members can put the logo on their cars during races. Keep an eye out on *www.motorcityonline.com* for more information about this feature.

Turf Wars

One of the things club members can get involved in is Turf Wars. Running from Monday morning through Sunday night, Turf Wars are competitions on the various racing tracks. The club president tells the members what Turf Wars the club will participate in, then the members create Club Races on the track. When a member of another club joins, the race may begin. At the end of the week, MCO averages the top five racing times posted by different club members (so one member can't dominate the standings). The team with the best score wins the Turf War, and the club collects a big cash bonus.

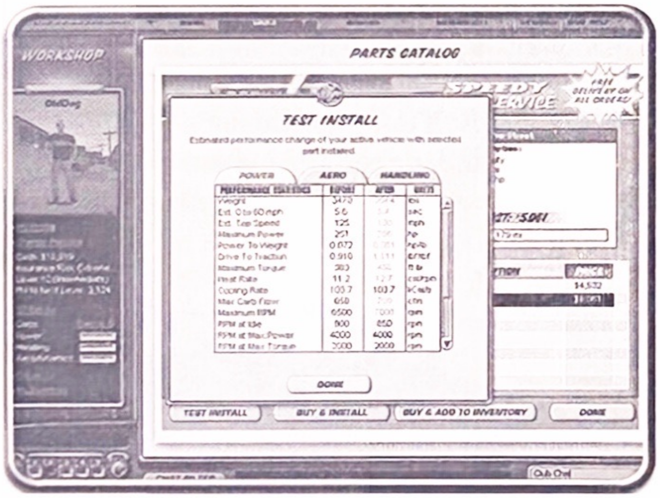


In and Around the Garage

Motor City Online lets you tinker with your car as much as you want. Drop in a new engine block, replace the crankshaft, or throw in some new pistons. But before you start changing everything, stop and think. With so many different parts, you can get things really out of whack. Your engine is the sum of its parts, but the most expensive part isn't always the best choice.

Motor City Online lets you perform a test install on the part before you buy it. This shows how the part will affect your engine's performance. For example, put on a carburetor that brings in too much oxygen and your engine performance plummets.

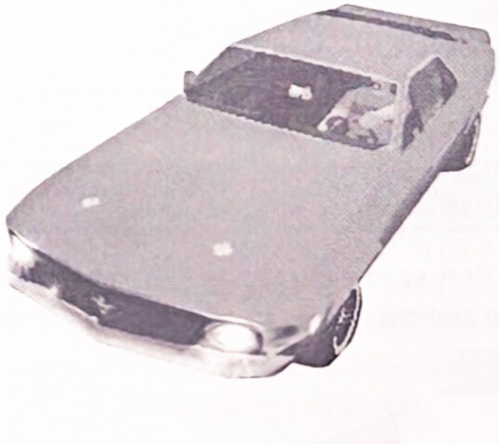
So make a plan before you start buying. Look to the Mechanic's Corner chat room or your club members for help in assembling your dream ride. Knowledgeable players are a tremendous help. So, put the wrench down and do your research first.

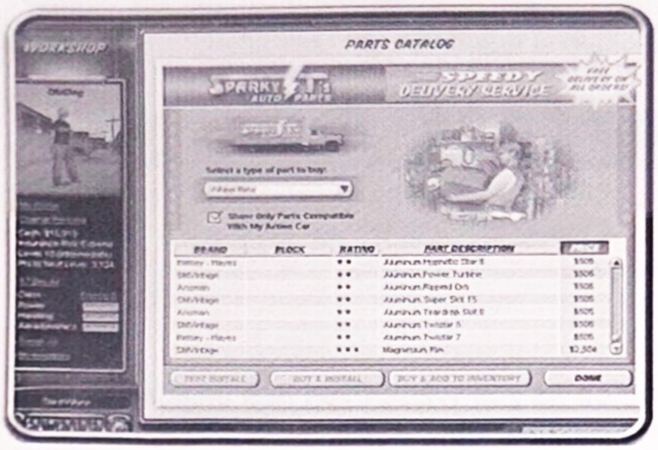


Estimated performance change of your active vehicle with selected part installed

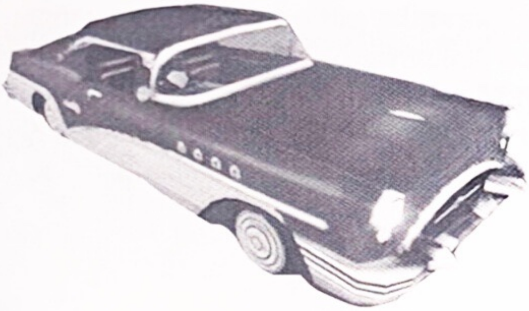
PERFORMANCE STATISTICS	BEFORE	AFTER	UNITS
Weight	3470	[illegible]	lbs
Est. 0 to 60 mph	5.6	[illegible]	sec
Est. Top Speed	125	[illegible]	mph
Maximum Power	251	[illegible]	hp
Power To Weight	0.072	[illegible]	hp/lb
Drive To Traction	0.910	[illegible]	[illegible]
Maximum Torque	300	[illegible]	ft lb
Heat Rate	11.2	[illegible]	[illegible]
Cooling Rate	103.7	103.7	[illegible]
Max Carb Flow	650	[illegible]	cfm
Maximum RPM	6500	7000	rpm
RPM at Idle	800	850	rpm
RPM at Max Power	4000	4000	rpm
RPM at Max Torque	2000	2000	rpm

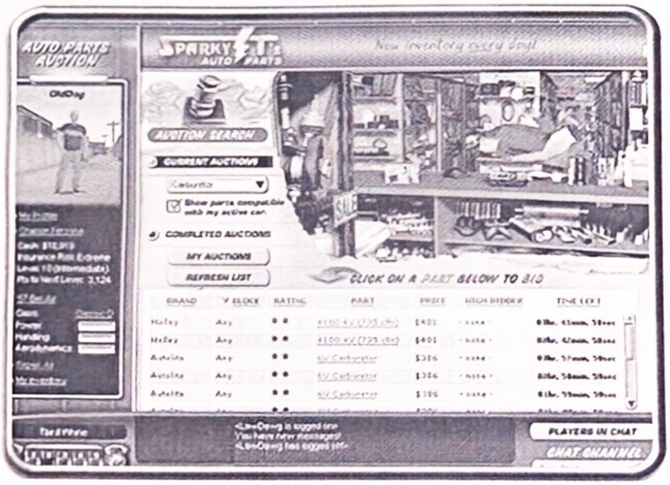
More than 2,000 auto parts are available in *Motor City Online*. Getting them to interact for optimum performance is a science itself. Use the Test Install button to see how the part will affect your car's performance.



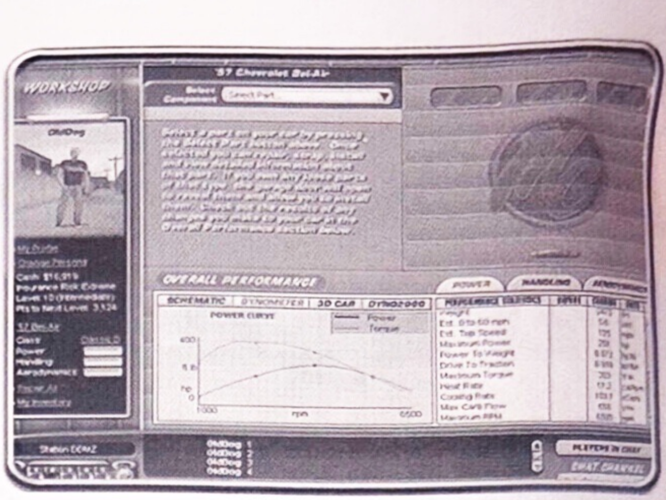

WORKSHOP
PARTS CATALOG
SPARKY T's AUTO PARTS
SPEEDY DELIVERY SERVICE
BRAND
BLOCK
RATING
PART DESCRIPTION
DONE

FIND PARTS AT SPARKY T'S AUTO PARTS.




AUTO PARTS AUCTION
SPARKY T's AUTO PARTS
AUCTION SEARCH
CURRENT AUCTIONS
COMPLETED AUCTIONS
MY AUCTIONS
REFRESH LIST
CLICK ON A PART BELOW TO BID
PLAYERS IN CHAT
CHAT CHANNEL

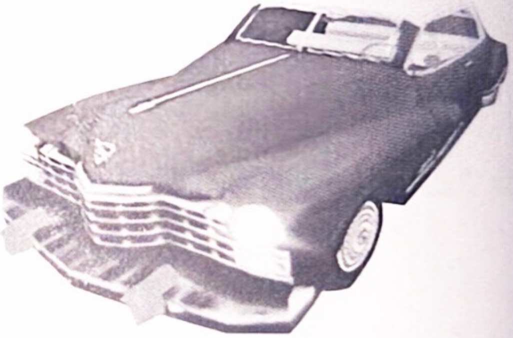
USE SPARKY T'S TO DO YOUR RESEARCH, BUT BEFORE YOU ORDER, CHECK OUT THE AUCTIONS FOR NEW AND USED PARTS AT A FRACTION OF THE COST.


WORKSHOP
'57 Chevrolet Bel-Air
OVERALL PERFORMANCE
SCHEMATIC
DYNOMETER
3D CAR
DYNO2000
POWER
HANDLING
POWER CURVE
Power
Torque
rpm
PLAYERS IN CHAT
CHAT CHANNEL

MOTOR CITY ONLINE GRAPHS DATA SO YOU CAN DETERMINE YOUR ENGINE'S PERFORMANCE AT VARIOUS SPEEDS. FIND A KNOWLEDGEABLE PLAYER IN THE MECHANIC'S CORNER CHAT ROOM OR IN YOUR RACING CLUB TO HELP YOU OUT.

Tip

WHEN TUNING YOUR CAR, CHANGE ONLY ONE THING AT A TIME. EVERYTHING INTERACTS, AND IF YOU CHANGE TOO MANY PARTS AT ONCE, YOU WON'T KNOW WHAT HELPED OR HINDERED YOUR CAR'S PERFORMANCE.



Car Tuning Tips From the Developers

With all the different cars, plus more than 2,000 auto parts, upgrading your car can be intimidating. Where do you start? We asked the developers at EA and they provided the following general tips:

- **The perfect drive is whatever you enjoy the most.** *Motor City Online* isn't your typical one-size-fits-all place to race. Each vehicle can be customized to any driver's particular tastes ... within reason. Happiness comes from finding or building a car that handles just the way you expect it to. What feels just right to you, however, may not be good for the next person, and vice-versa. Players may give you advice on how to "improve" your handling, but remember that it's your tastes you are trying to please. Take your time, don't be afraid to experiment, and if something works for you, don't change it.

- **If you like something you've got, keep it.** If you have a car you like, hang on to it while building a second car. You'll often hear, "I had this really sweet car but then I sold it to buy this hunk of junk." Something was newer and more exciting and they just had to have it. They sold everything to get the "shiny object" only to find out that it would need a lot of work to drive as nicely as their old car. And it'll take you a lot longer to get it working if you don't have a decent car to race in the meantime. Don't give in to fads! Remember—even a Newbie has room for another car. As your level increases, your inventory increases, and so does your salary (making it easier to buy parts for that fancy new car). Time is on your side.

- **You do not have to be a great mechanic to be a great driver.** For some folks, building a special car takes them away from what they really want to do—drive. If you are one of these folks, just focus on driving. Plenty of people sell cars, and some will build them to order. You do not have to become a great mechanic if you shop carefully and seek good advice. Find reputable people or clubs to help, and always remember to give credit where credit is due.

- **Look for common traits in the cars you like.** How do the front springs compare to the back? What kind of tires does it have? How heavy is the car? How much horsepower and torque is it kicking out? What kind of gears does it run? Is it very aerodynamic? Find a pattern in what you like. That pattern helps you to identify good cars to purchase or ways to improve your own cars. When you run across a good idea, don't hesitate to give it a try.

- **Race where you are comfortable.** Find the spot where you enjoy the drive the most, and continue to perfect your driving technique at that level. If you are looking for variety, try Sponsored Trials and Club Races. Don't get caught up in horsepower wars unless you enjoy them. Don't be afraid to use horsepower and class restrictions when setting up your races. It may be better to be a big fish in a little pond. Race restrictions control the pond size. When you're more experienced, try your hand at a wider spectrum—but until then, stick to what you know!

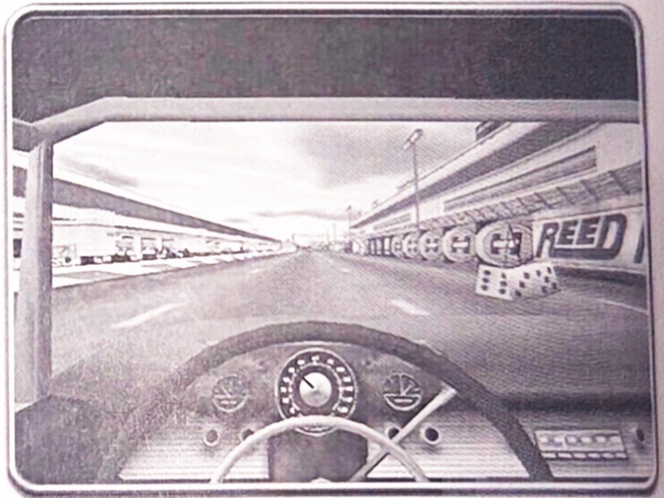
- **Choose your opponents wisely.** It does not matter what kind of car you have if you are selective about who you race against. Eyeball the prospective opponent's horsepower and torque and compare them to the weight of the vehicle. If the opponent's car is more powerful and weighs less than yours, think twice. Your driving skill can compensate for some inequalities, but if the difference is too great, no amount of skill can overcome it.

- **Control first, then add power!** If you have trouble controlling the car, adding more horsepower and torque is worst thing you can do. Power without control is useless on the racecourse. Focus on getting the car to where you can control it, then start thinking about increasing your engine's output. However, if you add more horsepower or change the weight of the vehicle, you often must adjust your handling.

- **Understand that the car itself is a set of systems.** Rarely can you change one part without affecting the performance of another. It's all interdependent. You can install a higher performance part and see the statistics drop. This is almost always because some other part can't handle the increased output. You may have to upgrade the entire system to realize that part's potential. Don't give up on a high performance part if it doesn't meet your expectations. You may need to replace other parts to really see what that high performance part can do.

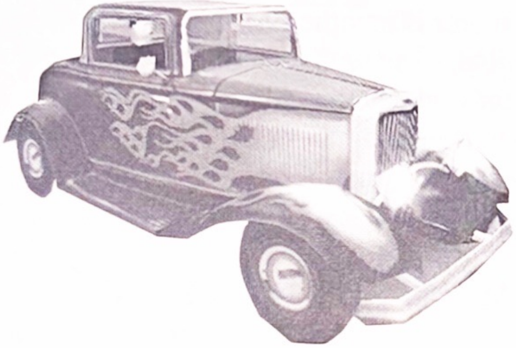
- **Bigger is not always better.** Overdoing things when you're trying to improve your car can cause as many (if not more) problems than doing nothing. We've often seen performance problems in a heavily modified car that are caused by too much downforce, springs that are too stiff, sway bars that are too big, or even an engine that's too big. Parts designed for a high performance Cadillac are simply too much for an AMX. If your car-tuning problems confound you, you may have overdone something.

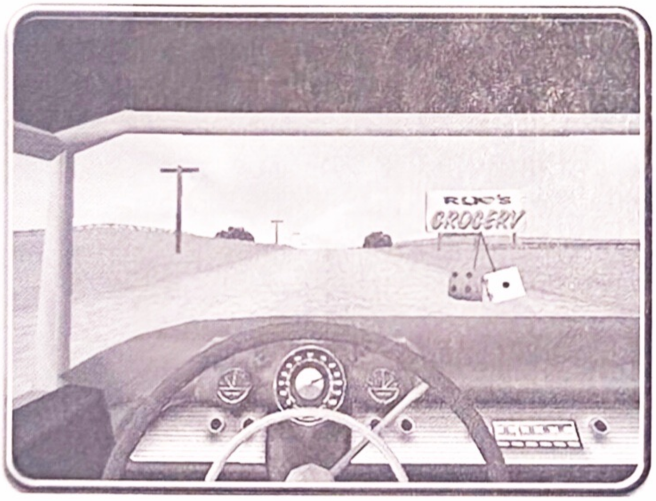
- **Be ready to make some trade-offs.** The monster drag racing car usually isn't much of a road racer. It's almost impossible to build a single car that can do it all well. Decide if gaining a little more acceleration is really worth losing some handling. Ultimately, go by what feels right. If you are doing well with a car you like driving, you've probably successfully balanced your trade-offs. If you can't get the car right, you may be too attached to a single statistic that is dragging down your car's performance.



Race the car you enjoy driving. If you love that '57 Ford Ranchero, then tweak it to pump out every ounce of performance. You won't be able to beat a '73 Firebird, but be content to race the '57. Use class restrictions when you create races, or compete in Sponsored Races for variety.

SET UP YOUR CAR WITH A PURPOSE IN MIND. IF YOU SET IT UP FOR THE DRAG STRIPS, REALIZE THAT IT WON'T DO AS WELL ON THE STREET AND CIRCUIT TRACKS.





ONCE YOU HAVE THE MONEY, BUILD MULTIPLE "SETUPS" FOR YOUR CAR. WHEN YOU FEEL LIKE HITTING THE DRAG STRIP, DROP IN THE PARTS THAT MAXIMIZE YOUR 0-TO-60 TIMES. AND WHEN YOU FEEL LIKE RACING AROUND THE BIG CIRCUIT TRACKS, CONFIGURE YOUR CAR TO MAX OUT TOP-END SPEED.

Vehicle Power Classes

Every car in the game has a vehicle power class rating from A to E (A being the highest, and E the lowest). But what does the power class mean? Power class is a way of comparing one car with another based upon its performance setting. As you tinker with your car, its power class rating can change. Here is a quick breakdown of how a car's power class is determined.

Power Class

Class	Horsepower to Weight Ratio
A	0.18 and above
B	> = 0.14 and < 0.18
C	> = 0.11 and <0.11
D	> = 0.7 and < 0.11
E	under 0.7

Engine and Power Train Tuning

Your engine is a system, and it's only as strong as its weakest part. You may not see a part's full potential until all the parts in the system are equal. The star rating system is a general guide of the part's performance level.

Performance Overview

Airflow

An engine works like a big air pump. It breathes in (intake), it breathes out (exhaust). The more air it pumps the more power it can produce. If it can't breathe in or breathe out, all the stuff in the middle won't amount to much. Think about the airflow of your engine. Air flows through the following parts:

- Air Cleaner *or* Air Scoop
- Carburetor
- Nitrous Injector (optional part)
- Blower (optional part)
- Intake Manifold
- Cylinder Head
- Engine Block (combustion point, switches from intake to exhaust)
- Exhaust Manifold
- Exhaust Pipe
- Muffler

If one part in this chain restricts airflow, it brings down your total system performance. Some parts combinations work better than others, so experiment—but hang on to your original parts until you decide if you like the change. If not, put your old part back on. Remember it's all part of a system—so it may take other new parts to realize this part's potential.

Camshaft

The camshaft is your engine's brain. It decides when to allow air to pass through the engine by controlling the valve train. Proper cam selection is critical to customizing overall engine output. In general, more lift means more air can get through. This can have dramatic effects on your horsepower and torque outputs, so study them carefully. It will probably take time to discover the perfect cam for your driving style.

Compression

Compression is a double-edged sword. High compression creates more power but results in greater engine wear. Blowers and nitrous systems can compound the stress. Exercise some balance when approaching high compression or be prepared for extra repair and replacement costs.

Driveline

When assembling your driveline, consider that tall gear ratios (the gear is taller as the number gets larger) require higher torque. If you choose tall transmission gears and a tall rear end gear, you need a double dose of torque. If the torque output of the motor is insufficient, your acceleration will be terrible, even with a lot of horsepower. A good balance is tall on one side (transmission or rear end), short on the other until you have enough torque. Tires also affect driveline and engine performance.

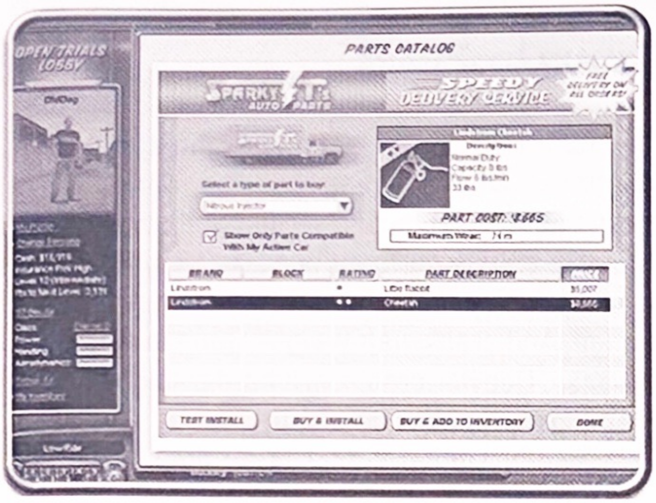
Durability (Duty Rating)

To reach the highest performance levels, durability (duty rating) is very important. Balance durability with the desire to make the engine light. In many cases, a lighter part decreases your engine's overall strength. If your horsepower levels are high enough, you must choose between using the lighter part and paying higher repair costs or using the heavier, more-durable part.

Horsepower vs. Torque

Horsepower and torque are both important. In oversimplified terms, torque gives you punch when you hit the gas, horsepower gives you haul for good top speed. They are related and work best when their numbers are fairly close, but you can make trade-offs to specialize your racing. Horsepower loves high-RPM engines whereas torque can be generated at very low RPMs.

Watch your RPMs when you drive. If you constantly come up from the bottom due to slowing on street tracks or taking a short straight shot in a Drag Race, torque is your friend. If you are constantly wide open on an oval track, you can sacrifice a little torque to get the horsepower you really need. Watch your displays when you make modifications to be sure you can afford the trade-offs.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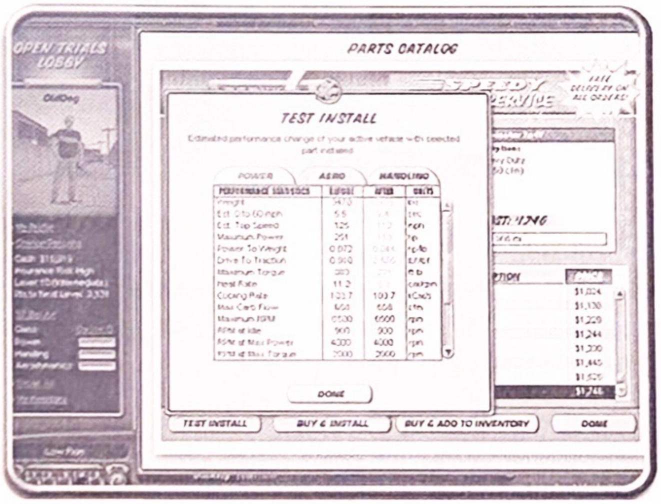
NITROUS INJECTORS GIVE YOU A BIG ACCELERATION BOOST. THEY'RE GREAT FOR GETTING OFF THE LINE AND OUT IN FRONT OF THE PACK.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BE CAREFUL WHEN ADDING PARTS. ENGINE PERFORMANCE CAN DECREASE IF A NEW PART DOESN'T MESH WELL WITH THE SYSTEM.

Tip

WEAR AND TEAR ON PARTS CAN BE A PROBLEM. THE MORE YOU DRIVE, THE SOONER YOU MUST REPLACE SOME OF THE HIGHER PERFORMANCE PARTS. SO WHICH CAR DO YOU DRIVE, OR MORE PRECISELY, WHICH KIND OF RACE DO YOU ENTER? YOU CAN WIN MORE MONEY AND POINTS (SEE THE "GAME BASICS" CHAPTER FOR A BREAKDOWN) IN OPEN EVENTS, WHERE YOU RACE YOUR OWN CAR. BUT IN SPONSORED EVENTS YOU AREN'T WEARING OUT YOUR OWN CAR. SOME PEOPLE PREFER RACING SPONSORED CARS AND TAKE THE SLOWER PATH TO LEVEL INCREASES. BUT THE EXTRA CASH AND POINTS AVAILABLE IN OPEN EVENTS ARE WORTH THE WEAR AND TEAR—IF YOU DON'T PUT YOUR PRIDE AND JOY INTO THE WALL. AS SOON AS YOU HAVE YOUR CAR SET UP, TAKE IT OUT AND RACE IT.

Breakdown

Each engine part has a durability rating measured in miles. Every time you turn a lap, you put a little wear on each part. Once you put on the maximum mileage, the part will fail and your car will come to a halt. So check out your car in the garage before you hit the racetrack. Don't squander your entry fee by breaking down.

Air Cleaner

The air cleaner stops dirt and other materials from getting inside the engine. Folks aren't lying when they say you don't need this part. However, damage to your engine increases, especially when driving off pavement. You gain increased airflow by removing the air cleaner, but with higher horsepower engines the gain is minimal. It might be better to save on repair bills.

Air Scoop

An air scoop is an air cleaner with a little extra. All air scoops in *Motor City Online* have an air filtering element. Air scoops can increase power output. The scoop uses ram air to boost the amount of air going into the engine. Velocity stacks are not as effective as scoops but better than an air cleaner.

Blower

The blower is a small, powerful air pump pushing more air into the engine. It runs constantly and is more effective at higher RPMs than lower ones. A blower gives an excellent air boost to any engine's performance. However, it increases engine wear and tear, especially at high compression ratios.

Carburetor

The carburetor mixes the fuel with the air heading to the combustion chamber. The bigger the cfm (cubic feet per minute) of the carburetor, the more air and fuel the carb dumps into your engine. Carbs often are the most restrictive airflow points. Unfortunately when a carb gets too big for an engine, it has a negative effect on performance. Your workshop tells you the largest size carb your engine can use, but that's not necessarily the best size. Four barrels generally perform better than two barrels, but either can be appropriate depending on what you expect from the engine.

Connecting Rods

Connecting rods transfer the power of combustion to the crankshaft. They don't add power, but their weight and strength are critical to good engine performance. An engine can be severely damaged if the connecting rods are not strong enough. In general you want the lightest, strongest connecting rods you can get. Stock connecting rods are pretty strong and will last you for a while. Watch your engine damage when you run as a good indicator of when to upgrade your rods.

Cooling System

The cooling system controls the engine block's overall temperature. As the engine increases in performance, it also produces more heat. Engines perform best when that heat is properly managed. If optimum temperature is exceeded, engine damage occurs quickly. Watch your temperature gauge and make sure your engine is staying cool enough. If it runs hot quickly, consider upgrading your cooling system.

Crankshaft

The crankshaft connects the engine to the drivetrain. Like connecting rods, the crankshaft doesn't add power, but its weight and strength are critical to engine performance. The engine can be severely damaged if the crankshaft is not strong enough. And crankshaft weight affects throttle response. Heavier cranks are harder to speed up and faster to slow down but give steady performance. Lighter cranks make the throttle more responsive but give you much less engine braking.

Cylinder Head

The cylinder head is tremendously important f performance. It dictates the engine's overall compression ratio and basic combustion cha size, and has an effect on airflow by determi valve size. Larger valves mean more airflow, a higher compression means more power. Some cylinder heads are "ported," which allows th breathe better and gives a performance boos

Electrical System

More accurately, this is the ignition system. This system creates the spark that fires combustion. The strength of the system (duty rating) determines the strength of the spark. The type of system affects the engine's maximum RPM because "charging" time is required for each spark. Electrical systems come in four basic types: single points, dual points, breakerless, and electronic. Single points are the oldest technology and are the most limited in terms of maximum RPMs. Dual points perform better. Breakerless systems are even more efficient. Electronic systems give the best performance potential. Whether to upgrade your electrical system depends on your current horsepower and maximum RPM. All electrical systems have a maximum horsepower rating. If you have trouble reaching maximum RPMs, consider upgrading.

Engine Block

The engine block (along with the cylinder head) determines the basic area available for compression. The cubic inch displacement (cid) gives a general idea of the engine's overall potential. The larger the engine displacement, the more power potential the block has. There are exceptions—some blocks were designed with economy in mind, and it may take extra effort to coax serious power out of them.

Exhaust Manifold

The exhaust manifold collects exhaust gases from the engine and passes them to the exhaust pipe. Exhaust manifolds come in three types: stock, performance, and headers. Stock manifolds are designed for economy and do little to enhance performance. Performance or high-performance manifolds offer increased airflow. Headers are the elite exhaust manifolds. They are balanced and matched for maximum airflow, and add significant power to your engine.

Exhaust Pipes

Exhaust pipes carry the exhaust gases to the muffler where they are expelled. Dual exhausts are more efficient than single exhausts and larger pipes are more efficient than smaller ones. Consider the weight of the pipes versus their durability. Lighter pipes tend not to hold up to exhaust gases as well as something heavy like iron, so they wear out faster.

Intake Manifold

The intake manifold distributes the air/fuel mixture to the combustion chambers. Higher performance intake manifolds distribute this air/fuel mixture better than lower performance ones. Intakes come in three types: dual plane, single plane, and tunnel ram. Dual planes provide the best performance at lower RPM levels and have a very crisp throttle response. Single planes are more efficient at higher RPM levels and can be a bit more sluggish responding to the throttle. Tunnel rams are very efficient intakes but only for a very narrow RPM range (usually high), and they work best when the throttle is wide open.

Lubrication System

The lubrication system decreases engine wear by keeping everything well oiled. To accomplish this, the system must run enough pressure and keep the oil at a proper temperature. As the engine increases in performance, it also produces more heat. This heat is transferred to the lubrication system. A properly sized lubrication system is critical to reducing engine damage. Keep an eye on how much damage your engine is accumulating. If it seems excessive, your lubrication system may be inadequate.

Muffler

The muffler, like the air cleaner, is a nonessential part. However, running without a muffler doesn't increase wear. Racecars usually don't have mufflers because they reduce overall engine performance. Mufflers do let you customize your engine's sound, though. The penalty for using high-performance mufflers is small. Mufflers are handy for swinging your horsepower level one way or the other. You can get under some race's horsepower restrictions simply by adding a muffler.

Nitrous Injectors

Nitrous injectors give the engine an extra shot of combustible oxygen at a cooler temperature, which makes it denser. This significantly increases horsepower and torque, but only as long as nitrous is being injected. Nitrous systems have limited capacity, determined by the nitrous flow rate. A small bottle with a large flow rate may last only a few seconds. This is not very helpful in most track races as the nitrous doesn't last long enough and the boost value counts as additional horsepower. But nitrous injectors can do wonders on short races at the drag strip.

Pistons

Pistons provide one side of the combustion chamber and affect compression ratio. Pistons are measured in the amount of compression they add to the base value provided by the cylinder head. If you have a 10.5 compression cylinder head and add .5 domed, or wedge topped pistons, you have an 11.0 compression engine. Pistons come in four types: flat top, recessed, domed, and wedge top. Flat top pistons add no compression and are very durable. Recessed pistons decrease compression to relieve overstressed engines. Domed and wedge top add compression for more power. Pistons can be a very valuable part for tuning the compression ratio.

Rear End

The rear end consists of several parts but our primary focus is on two: the final gear to the axle and the housing that contains it. The rear end's number is based on the final gear (the larger the number, the taller the gear), and the housing determines the unit's duty rating. Selecting a rear end gear can be difficult—all work, but some work better than others in certain applications. In general, taller gears produce more acceleration while shorter gears produce more top speed. The gears in your transmission affect rear end performance. Also, your engine must produce enough torque to take advantage of your gears, especially if they are very tall. If you can't decide, choose a gear in the middle range for best overall performance. As with the transmission, the rear end must be strong enough to handle your power output.

Transmission

The transmission determines how engine power is applied to the rear axle. In general, more gears are better than fewer, and manual transmissions are more efficient than automatics. This doesn't mean that everyone should run six-speed manual transmissions, however. In a Drag Race, for example, you want to minimize the number of gear changes.

The choice between manual and automatic is skill based. A manual transmission requires practice and good timing. Some drivers perform better using an automatic because they don't have to worry about shifting. The number of gears to use is opinion-based, but having more gears definitely gives you more options.

Select the transmission that works best for you, but consider its duty rating. The transmission must be durable enough to handle the amount of power you apply. If you get a lot of transmission damage when you race, upgrade to one with a higher duty rating.

Transmission Cooler

The transmission cooler keeps the transmission cool. The transmission performs best within a particular temperature range. If you're getting a lot of transmission damage, add a transmission cooler or use a higher duty rating cooler.

Valve Train

The valve train controls the movement of the valves in the cylinder head. The camshaft tells the valve train when to open and close the valves. Valve trains affect the engine's maximum RPMs. A lower-performance valve train can't open and close the valves fast enough, so it limits maximum RPMs. Valve trains come in three types: hydraulic, solid, and roller. Hydraulics are the most common and generally the lowest performance. Solid valve trains are generally performance oriented, and roller valve trains offer the highest performance.

Aerodynamics Tuning Tips

Not all cars are aerodynamically equal. A dart flies through the air better than a beach ball for obvious reasons. Your car is no different. If you have a very low, streamlined, lightweight car, your potential for top speeds is very high. If you have a large flat front on a heavy car, your top speed potential is much more limited.

Your car must push through the air, and the air resists this. This resistance is known as drag. The less aerodynamic your car is, the more power it takes to push it through the air. All cars have a point where there simply isn't enough power to overcome the air resistance. The speed at which that occurs is the vehicle's true maximum top speed.

Cutting through the air affects more than top speed. As the car travels through the air it creates lift, making the car rise. This reduces tire traction by decreasing weight. Drag and lift increase as the car goes faster, and decrease as the car slows down. You must understand the speed at which most of your handling problems occur to tune a car's aerodynamics for maximum performance.

Wing-shaped devices called spoilers create downforce rather than lift. Be careful with spoilers, though, because they also increase drag. The amount of downforce they create increases as the car speeds up, so you may have too little downforce at one speed and too much at another. Find a balance that works for you. Not enough downforce shows up as not enough traction, while too much downforce reduces top speed. Excessive downforce overloads the tires beyond their traction limits.

Chin Spoilers

Chin spoilers create more downforce on the front of the car. If you put more downforce on the front of the car, you may get lift on the rear. Compensate by either using a smaller spoiler or by adding a rear spoiler.

Rear Spoilers

Rear spoilers create more downforce on the rear of the car. If you put more downforce on the rear of the car, you may get lift on the front. Compensate by either using a smaller spoiler or by adding a chin spoiler.

Chassis Tuning Tips

Handling is about weight and how it moves around the car while you are driving. Oversteer, understeer, and loss of traction are all byproducts of how the car's parts react to the weight of the vehicle moving.

The two parts most influenced by shifting weight are springs and tires. The weight of the car is distributed over four points—the springs—which in turn ride on four tires. The two front springs each carry the same amount of weight and the two rear springs carry the same amount of weight, but the weight carried by the front is usually different than the weight carried by the rear. In *Motor City Online* most cars have the front springs carrying more weight than the rear. Body weight and engine location make up most of this weight difference.

Weight bias indicates the weight distribution. The higher the weight bias percentage, the more weight the front springs carry. Make sure your springs are strong enough to carry that weight. If modifications increase the amount of weight on your front springs, add bigger springs.

As the car moves, weight is transferred around the four points. When the car accelerates, weight shifts from the front springs to the rear (called squat). When a car goes around a corner, weight shifts from the inside springs to the outside (called roll). When a car slows down, weight is transferred from the rear springs to the front (called dive). If a car slows down while turning a corner, most weight shifts to the front outside spring. Understanding this movement of weight is critical to understanding how to tune your car's handling.

Your springs control how much weight moves. Weaker springs allow more weight to move than do stronger ones. Most folks think that a car with high performance tires slides too much when cornering because the springs are too weak so too much weight is being transferred. Many times the opposite is true. The car could be sliding because the springs are too stiff and not enough weight is transferring. This may seem counterintuitive, but there are reasons why this is so.

Tires need some weight to maintain traction, and every tire has a limit to the amount of traction it can provide. Until the tire reaches that limit, the more weight you put on the tire, the more traction it will have. After it reaches the limit, any increase in weight starts to overcome the tire's lateral force, which is what governs turning ability. This is the critical relationship between tires, shifting weight, and traction. Not enough weight, not enough traction. Too much weight, insufficient turning forces. The goal is to transfer exactly as much weight as possible without exceeding the tire's traction limit. Springs that are too stiff do not allow enough weight to transfer—and this decreases the amount of tire traction available.

Overly stiff springs also limit the travel of the wheels, reducing the vehicle's ability to keep all four wheels on the ground. *Motor City Online* has roads with little imperfections, very steep banks, and unusual surfaces. When a car corners over one of these imperfections or odd angles, lack of flexibility in the suspension system can raise a tire off the ground momentarily, causing a complete loss of traction.

To improve handling, you want your springs to be as soft as possible without losing traction. Talk to folks with the same car and see what they are using. If you want to figure it out on your own, make small adjustments rather than giant sweeping ones.

Keep in mind that traction (grip) can be your enemy or your friend. If you have extremely "grippy" tires and spend a lot of time sliding through turns, you lose speed. While you are perfecting your driving technique, it's best to have tires that keep you out of the walls. As you progress, reduce the amount of sliding by improving your cornering technique. Once you can do that, you can turn some faster lap times with less "grippy" tires.

Finding the right spring and tire sizes is a very individual quest. If the back end slides out in corners, it could mean too-weak rear springs, too-stiff rear springs, wrong tires, the wrong sized sway bar, or the wrong shocks. Every case is unique. The keys to success are perseverance, small adjustments with one component at a time, patience, and attention to detail.

Brakes

Brakes slow and stop the car. Larger brakes have more stopping power. All brakes begin to fade (lose stopping power) when they become overheated. Drum brakes overheat faster than discs, and organic compound elements overheat faster than metallic brakes. Locking your brakes (which is hard to avoid) can cause a serious loss of traction while driving. To avoid lock-up, consider upgrading to ABS brakes.

Tip

YOUR CAR'S BRAKING ABILITY REALLY COMES INTO PLAY IN STREET RACES. NEGOTIATING THE WICKED TURNS OFTEN MEANS SLOWING THE CAR DOWN AS FAST AS YOU CAN. IF YOU'RE GOING TO BE A SERIOUS STREET RACER, BUY BETTER BRAKES.

Shocks

Shocks dampen out oscillations in the suspension system and are very important for handling. When a spring compressed under weight starts to lose that weight, the spring attempts to force the weight back. This could go on for some time as the weight bounces back and forth from one side of the car to the other. Shocks slow this bouncing effect. Run fairly stiff shocks for racing. The stiffness of the shock is noted in its dampening rating, (usually something such as .3). The larger the number, the stiffer the shock. Shocks limit travel on the suspension system, and if shocks are too stiff they cause a loss of traction.

Springs

For such simple parts, springs cause a lot of confusion. They only have one job: carry the weight of the body, chassis, and engine. They come in four basic types: traverse, leaf, coil, and coil-over. Traverse springs run from side to side and are generally the weakest of all the spring types. This older technology started to disappear in the 1930s and '40s, (though they are still used as supporting springs). Leaf springs are a very common rear spring. They are stronger than traverse springs but not as efficient as coil springs. They are also very heavy. Because *Motor City Online* cars are front-engined, leaf springs are not recommended as front springs. The combined weight of leaf springs and the engine would make a car very difficult to handle. Coil springs are strong and light and commonly used. Coil-overs are coil springs with a shock absorber to make them extra strong and stiff. Coil-overs are considered a racing spring and are highly recommended for high performance cars. What weight of spring to use depends on the car and your driving style. Experiment to find the combination of spring types and rates to achieve the handling you want.

Sway Bars

Sway bars reduce the amount of weight transferred from side to side, (known as roll). The larger its strength rating, the more weight the sway bar keeps from being transferred. Sway bars do not limit the travel of the suspension system and are therefore less likely to cause traction loss if slightly too strong. They can still cause problems if they are too stiff, however, so tune them with caution. You're likely to have different amounts of weight on the front and rear of the car, and you probably need different strengths of sway bar in the front and rear to compensate.

Tires

No part affects handling more than tires. There are four types of tire: bias-ply, bias-belted, radials, and performance tires. Regardless of the type, wider tires provide more traction, but also offer more rolling resistance, which slows the car. Most folks gladly exchange the small penalty of rolling resistance for increased traction, but a lower horsepower car be slightly faster if you don't let the tires get too big.

Reading a tire is very important. All tires use the P-metric designation, for example: 225/50/16. The number 225 is the width of the tire in millimeters, 50 is the aspect ratio of the tire's height to its width, and 16 is the tire's inner diameter in inches. More width means more grip. The higher the aspect ratio, the less responsive the tire is. If your car feels like it is darting all over the place (and adjusting your controller doesn't fix the problem) raise the aspect ratio to gain more reaction time. The larger a tire's diameter, the more sluggish the acceleration but the higher the top speed. Some tires also have a letter designation. This is the tire's speed rating—the maximum speed the tire can achieve without damage and loss of traction. The closer the letter is to "Z" the faster the tire can go.

Bias-ply tires offer the least traction but are the most forgiving when it comes to recovering from a slide. Bias-belted tires have more traction than bias-plys, but are less forgiving in a slide. Radials have more traction than bias-belted tires but are even less forgiving in a slide. Performance tires have the most grip of all but are very unforgiving once the car starts to slide. Rain tires have more grip than non-rain tires in the rain, but wear out much faster and can be severely damaged by dry conditions.

Traction Bars

Traction bars reduce the amount of weight transferred from the front to the rear of the car. Traction bars on the front reduce the amount of weight transferred to the rear (reducing squat). Traction bars on the rear reduce the amount of weight being transferred to the front (reducing dive). Reducing squat helps prevent getting too much weight on the rear tires during hard acceleration and improves traction. Reducing dive helps prevent getting too much weight on the front tires during braking and improves traction. The heavier the duty rating of the traction bar, the more weight it holds back. It's possible to hold back too much weight, so tune with caution.

Wheel Rims

Wheel rims are predominantly a "looks" oriented part in *Motor City Online*. Pay attention to the rim's weight, because they count as unsprung mass for your vehicle. Heavy rims mean increased unsprung mass, which can affect the car's overall handling. In general, lighter rims are preferred—but you can run with heavier ones, especially if they come in the style you like most.

Tip

IF YOU LEARN TO REALLY SOUP UP A CAR, YOU HAVE AN INTERESTING OPPORTUNITY. BUY ANOTHER STOCK CAR AND MODIFY IT THE SAME WAY, THEN LIST THE IMPROVED CAR ON THE AUCTION SITE. MANY PLAYERS TURN A NICE PROFIT BY APPLYING THEIR KNOWLEDGE AND SKILLS AS MECHANICS. THIS IS A GOOD SECOND SOURCE OF INCOME. IF YOU DO A GOOD JOB, WORD GETS AROUND, AND SOON YOU'LL GET A LOT OF BUSINESS AND A LOT OF EXTRA INCOME.

Your Starter Car

When you start a new persona in *Motor City Online* you spend about half of your initial funds on your first car. Enter your new ride in an Open Trial or run a Drag Race or two. Do you like your car's performance? It isn't anything to write home about is it? Your starter car is your first opportunity to really take advantage of one of *Motor City Online*'s strengths. You have all the tools to tinker with a car and put your signature on it.

Do you like to Drag Race? Then upgrade the parts that max out your 0-to-60 times and you'll be tearing it up on the East Side Drag Strip. If you're more of a circuit racer, go for top-end speed and handling. Soon your car will be running respectable laps around the track. What about the Street Races? Set it up with a good transmission and brakes. You need to slow down for the tighter turns and get back up to top speed in a hurry. Get some spoilers for Street Racing too. This section walks you through upgrading your starter car for each of the three racing scenarios.

Note

THERE ARE A LOT OF WAYS TO IMPROVE YOUR ENGINE'S PERFORMANCE.

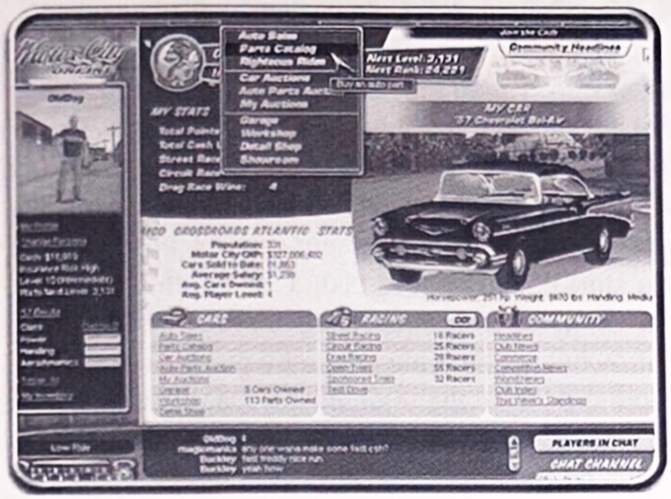
A Budget Drag Strip '57 Chevrolet Bel-Air

After purchasing the '57 Chevrolet Bel-Air when we created our first persona, we were left with $4,738 in MCO bucks. Although not a lot of cash to work with, it can be enough. To build a drag strip king, we want to max out our 0-to-60 times. Before we start tinkering, let's take a look at this car's performance characteristics. Check out table 5-1 below (view this table online by going to the Workshop from the main menu). Look at the 0-to-60 time, 8.4 seconds. That's not going to win any races on the East Side Drag Strip. So let's see if we can boost that number.

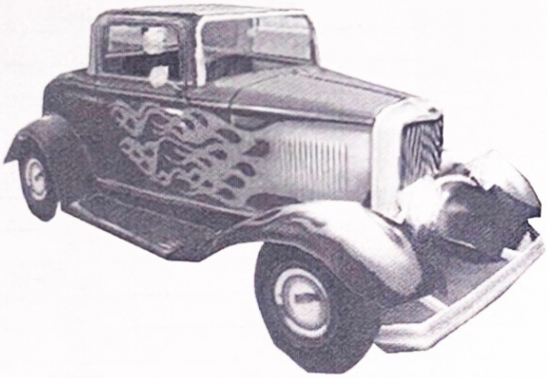
Table 5-1: Initial Setup of a '57 Chevrolet Bel-Air

Power Statistics	Current	Units
Weight	3,450	lbs
Est. 0 to 60 mph	8.4	sec
Est. Top Speed	123	mph
Maximum Power	202	hp
Power to Weight	0.059	hp/lb
Drive to Traction	0.498	lbf/lbf
Maximum Torque	282	ft lb
Heat Rate	8.0	cal/RPM
Cooling Rate	103.7	kCal/s
Max Carb. Flow	573	cfm
Maximum RPM	7,000	RPM
RPM at Idle	900	RPM
RPM at Max Power	4,500	RPM
RPM at Max Torque	3,000	RPM
Engine Inertia	8.07	lb x ft^2
Compression Ratio	8.501:1	—
Volumetric Efficiency	76.6	%
Est. top speed in 1st	76	mph
Est. top speed in 2nd	136	mph
Est. top speed in 3rd	—	—
Est. top speed in 4th	—	—

Check out the available parts in the Sparky T's Auto Parts catalog. Here we can see all the parts available for our '57 Chevrolet Bel-Air and use the Test Install feature to see how each part will affect our performance. This is one of the best features of shopping at Sparky T's.

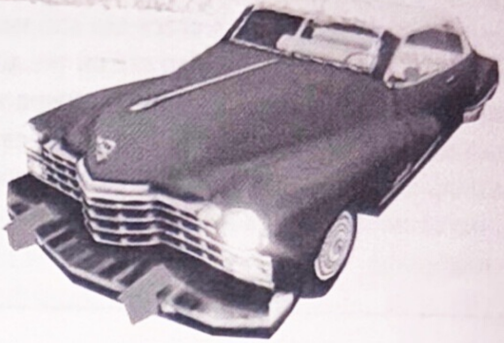

Auto Sales
Parts Catalog
Righteous Rides
Car Auctions
Auto Parts Auctions
My Auctions
Garage
Workshop
Detail Shop
Showroom
Buy an auto part
Next Level: 3,131
Next Rank: 24,291
Community Headlines
MY STATS
Drag Race Wins: 4
MY CAR
'57 Chevrolet Bel-Air
MCO CROSSROADS ATLANTIC STATS
CARS
RACING
COMMUNITY
PLAYERS IN CHAT
CHAT CHANNEL

SELECT THE PARTS CATALOG OPTION FROM THE MENU TO HEAD TO SPARKY T'S AUTO PARTS TO FIND PARTS TO UPGRADE YOUR CAR'S PERFORMANCE.



Note

WE USED THE '57 CHEVROLET BEL-AIR IN OUR EXAMPLE, BUT YOU CAN APPLY THE SAME THEORIES TO UPGRADING THE '57 FORD RANCHERO OR THE '57 FORD FAIRLANE.



Let's start by looking at engine blocks. Six engines will fit under the hood. Check out the Test Install feature. We don't gain much by adding any of the first three engines. The real performance gains come in the top two engine blocks—the 350-V8 Small Block and the 400-V8 Small Block. Table 5-2 has the install results for both engines. Take a look at the 0-to-60 times. With the 350-V8 the 0-to-60 time drops 7.2 seconds. Not bad, it's an improvement of 1.2 seconds. With the 400-V8 we get another 1.2 second improvement over the 350-V8, so by paying an additional $49 MCO bucks we get double the increase in our 0-to-60 time. Go for the bigger engine.

Take a closer look at the numbers, though. Specifically, look at Maximum RPMs and Estimated Top Speed. Both of those numbers have gone down considerably. Does that make sense? We just dropped a much bigger and more powerful engine into the car and our top speed has dropped from 123 mph to 107 mph. What's going on?

Your car's performance is more than just the engine block. The engine needs pistons, carburetors, and intake and exhaust manifolds. You've upgraded the engine block but all of the other pieces were designed to work with the smaller stock engine. So, you have to upgrade some other parts to get your car moving as fast as it can.

Table 5-2: Engine Upgrade Comparison

Power Statistics	Stock Engine	Chevy 350-V8 SB	Chevy 400-V8 SB	Units
Weight	3,450	3,450	3,450	lbs
Est. 0 to 60 mph	8.4	7.2	6.6	sec
Est. Top Speed	123	116	107	mph
Maximum Power	202	205	209	hp
Power to Weight	0.059	0.058	0.061	hp/lb
Drive to Traction	0.498	0.596	0.721	lbf/lbf
Maximum Torque	282	344	426	ft lb
Heat Rate	8.0	9.1	12.4	cal/RPM
Cooling Rate	103.7	103.7	103.7	kCal/s
Max Carb. Flow	573	607	638	cfm
Maximum RPM	7,000	6,000	5,000	RPM
RPM at Idle	900	900	875	RPM
RPM at Max Power	4,500	4,000	3,000	RPM
RPM at Max Torque	3,000	2,000	2,000	RPM
Engine Inertia	8.07	8.31	8.54	lb x ft^2
Compression Ratio	8.501:1	8.501:1	8.501:1	—
Volumetric Efficiency	76.6	73.5	71.4	%
Est. top speed in 1st	76	63	51	mph
Est. top speed in 2nd	136	114	92	mph
Est. top speed in 3rd	—	—	—	—
Est. top speed in 4th	—	—	—	—

Tip

When you buy a new engine block for your car, installing it is more than a simple click away. Because all the other engine parts connect to the engine block, you must reinstall those parts, such as the carburetor, exhaust manifold, cooling system, and camshaft. After you get all of the old parts mounted on your new engine block, take it out for a spin. The car has a lot more power, too much power in fact. Get back to Sparky T's and start looking at some of the other parts.

We have a more powerful engine block, but we need to upgrade some of the other parts to upgrade the overall engine. With a bigger engine we need a bigger intake manifold. We could spend a ton of money: the Edelbrock Torker is $1,107 MCO bucks. But we don't have that kind of cash, so let's to look at more economical solutions. Table 5-3 shows some less-expensive intake manifolds that will increase performance. Each of the three replacements, the C&B Street Classic Dual Plane, the Chevrolet Aluminum, and the Rad Rat Screamer Ultra Dual Plane, are all lighter than the stock intake manifold. This provides us with better numbers. The best value is the C&B Street Classic Dual Plane at only $231 MCO bucks.

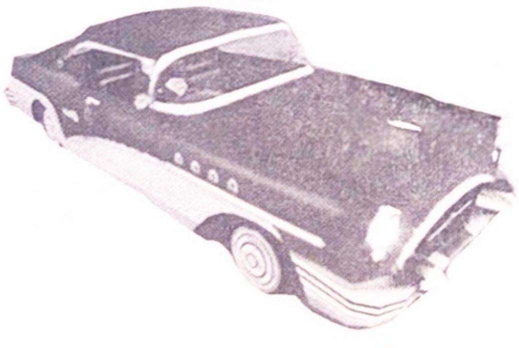


Table 5-3: Intake Manifold Upgrade Comparison

Power Statistics	Stock Intake Manifold	C&B Street	Chevrolet Classic Dual Plane	Rad Rat Screamer Aluminum Ultra Dual Plane	Units
Weight	3,450	3,430	3,421	3,419	lbs
Est. 0 to 60 mph	6.6	6.5	6.5	6.5	sec
Est. Top Speed	107	107	107	107	mph
Maximum Power	209	209	209	209	hp
Power to Weight	0.061	0.061	0.061	0.061	hp/lb
Drive to Traction	0.721	0.723	0.721	1	lbf/lbf
Maximum Torque	426	428	426	427	ft lb
Heat Rate	12.4	12.4	12.4	12.4	cal/RPM
Cooling Rate	103.7	103.7	103.7	103.7	kCal/s
Max Carb. Flow	638	638	638	638	cfm
Maximum RPM	5,000	5,000	5,000	5,000	RPM
RPM at Idle	875	875	875	875	RPM
RPM at Max Power	3,000	3,000	3,000	3,000	RPM
RPM at Max Torque	2,000	2,000	2,000	2,000	RPM
Engine Inertia	8.54	8.54	8.54	8.54	lb x ft^2
Compression Ratio	8.501:1	8.501:1	8.501:1	8.501:1	—
Volumetric Efficiency	71.4	71.6	71.4	71.5	%
Est. top speed in 1st	51	51	51	51	mph
Est. top speed in 2nd	92	92	92	92	mph
Est. top speed in 3rd	—	—	—	—	—
Est. top speed in 4th	—	—	—	—	—

The exhaust manifold allows the engine to breathe, and upgrading it will give us a big performance boost. Twelve exhaust manifolds will fit our 400-V8 engine. The first three manifolds are so much like the stock one that purchasing them would not be an upgrade. The top-of-the-line models—the C&B Beach Racer Headers, the Hooker Street Rodder Headers, and the Rad Rat Window Rattler Headers—are way too expensive. That leaves the C&B Blueprint, the Rad Rat Street Rodd, and the Chevrolet HP as our options. The test installation results for three parts are listed in table 5-4. The Blueprint and the Street Rod get us some additional horsepower, but the Chevrolet HP really shines. We gain 8 additional horsepower and 3 miles per hour, and our 0-to-60 time drops to 6.3 seconds. We're not there yet, but we are a far cry from the 8.4 seconds we started with. Spend the $516 for Chevrolet HP and lets look at the next area we can improve.

Tip

Use the parts catalog at Sparky T's to view and test the parts. Once you know what you want, check the auction sites to see if you can get the part at a discount. Every MCO buck you save helps. Just make sure that the used parts retain a reasonable amount of wear. Don't spend good money on a part that is about to break down.

The carburetor gets air into the engine. Remember though, bigger isn't always better. Get too much air into the engine and your performance numbers will go down. To illustrate this, try throwing the Holley Dominator 2x4 V on the engine. Look at what happened to your engine's performance. Nearly every category got worse. This isn't because the Holley part isn't good. In fact, it's the best carburetor for our engine block. But the rest of our parts can't deal with all that extra oxygen.

With more than 66 carburetors to choose from, finding the right one can be difficult. Use the Test Install button often to see how the different parts will affect your engine's performance. Several carburetors at $521 would do nicely. We bought the Autolite 4100 4V.

Table 5-5: Carburetor Upgrade

Power Statistics	Stock Carburetor	Autolite 4100 4V	Units
Weight	3,430	3,434	lbs
Est. 0 to 60 mph	6.3	6.0	sec
Est. Top Speed	110	112	mph
Maximum Power	217	235	hp
Power to Weight	0.063	0.068	hp/lb
Drive to Traction	0.847	0.766	lbf/lbf
Maximum Torque	445	457	ft lb
Heat Rate	12.9	11.9	cal/RPM
Cooling Rate	103.7	103.7	kCal/s
Max Carb. Flow	638	702	cfm
Maximum RPM	5,000	5,500	RPM
RPM at Idle	875	850	RPM
RPM at Max Power	3,000	3,500	RPM
RPM at Max Torque	2,000	2,000	RPM
Engine Inertia	8.54	8.54	lb x ft^2
Compression Ratio	8.501:1	8.501:1	—
Volumetric Efficiency	72.4	73.7	%
Est. top speed in 1st	51	56	mph
Est. top speed in 2nd	92	103	mph
Est. top speed in 3rd	—	—	—
Est. top speed in 4th	—	—	—

At this point our car is pretty zippy. Good thing, because only $1,600 or so is left in our piggy bank. So what to upgrade next? The stock transmission isn't really up to snuff. Because of our funds situation, our choices are limited. Take a look at the Ford Early 3-Speed Manual. Yes, we are talking about putting a Ford transmission onto Chevrolet engine, but the $684 price tag fits our budget. The 3-speed manual does nothing for our top speed, but it does shave off another two-tenths of a second.

Table 5-6: Carburetor Upgrade

Power Statistics	Stock Transmission	Early Ford 3-Speed	Units
Weight	3,434	3,412	lbs
Est. 0 to 60 mph	6.0	5.8	sec
Est. Top Speed	112	112	mph
Maximum Power	235	235	hp
Power to Weight	0.068	0.069	hp/lb
Drive to Traction	0.766	0.89	lbf/lbf
Maximum Torque	457	457	ft lb
Heat Rate	11.9	11.9	cal/RPM
Cooling Rate	103.7	103.7	kCal/s
Max Carb. Flow	702	702	cfm
Maximum RPM	5,500	5,500	RPM
RPM at Idle	850	850	RPM
RPM at Max Power	3,500	3,500	RPM
RPM at Max Torque	2,000	2,000	RPM
Engine Inertia	8.54	8.54	lb x ft^2
Compression Ratio	8.501:1	8.501:1	—
Volumetric Efficiency	73.7	73.7	%
Est. top speed in 1st	56	40	mph
Est. top speed in 2nd	103	87	mph
Est. top speed in 3rd	—	103	mph
Est. top speed in 4th	—	—	—

We're still not where we need to be. Realistically, we want to be down as close to five seconds as we can. The exhaust system could be upgraded, the cylinder head could be replaced, the rear end could be upgraded, even the pistons could be replaced. Notice that a new cylinder head will boost top end speed and reduce 0-to-60 time. Compare the two cylinder heads we can afford. The Chevrolet Wedge 10.5 gives us the best performance increase, so let's go with that. After you install this part, your car's rating goes up from Classic E to Classic D. We finally got the horsepower up enough!

However, we don't have enough cash for this part. But we have parts we no longer need—the stock engine, the stock exhaust manifold, the stock transmission, and all the other parts we replaced. Scrap them or sell them on the auction channels for a little extra cash.

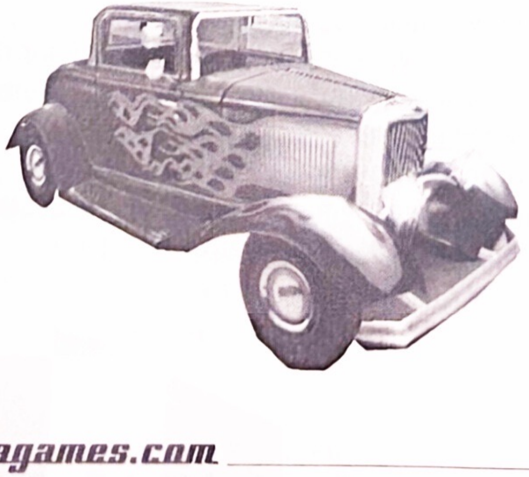
Table 5-7: Cylinder Head Upgrade

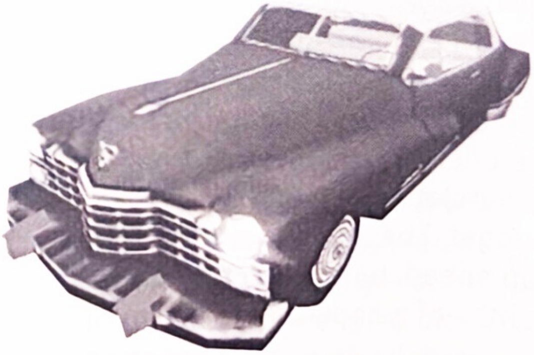
Power Statistics	Stock Cylinder Head	Chevrolet Wedge (9.0)	Chevrolet Wedge (10.25)	Chevrolet Wedge (10.5)	Units
Weight	3,412	3,412	3,412	3,412	lbs
Est. 0 to 60 mph	5.8	5.7	5.5	5.5	sec
Est. Top Speed	112	116	119	119	mph
Maximum Power	235	251	270	263	hp
Power to Weight	0.069	0.073	0.079	0.077	hp/lb
Drive to Traction	0.89	0.913	0.956	0.96	lbf/lbf
Maximum Torque	457	471	497	499	ft lb
Heat Rate	11.9	12.8	13.7	13.4	cal/RPM
Cooling Rate	103.7	103.7	103.7	103.7	kCal/s
Max Carb. Flow	702	702	702	702	cfm
Maximum RPM	5,500	5,500	5,500	5,500	RPM
RPM at Idle	850	850	850	850	RPM
RPM at Max Power	3,500	3,500	3,500	3,500	RPM
RPM at Max Torque	2,000	2,000	2,000	2,000	RPM
Engine Inertia	8.54	8.54	8.54	8.54	lb x ft^2
Compression Ratio	8.501:1	9.00:1	10.25:1	10.50:1	—
Volumetric Efficiency	73.7	74.8	76.7	76.5	%
Est. top speed in 1st	40	40	40	40	mph
Est. top speed in 2nd	87	87	87	87	mph
Est. top speed in 3rd	103	103	103	103	mph
Est. top speed in 4th	—	—	—	—	—

After scrapping the extra parts, we still have a little bit of money left over. This Bel-Air will be pretty fast. Get out there and race it to enjoy your hard work. As you get some more cash, put in some new pistons or maybe a new crankshaft. While a blower or a nitrous system would be really nice, especially on the drag strips, they are prohibitively expensive right now. Win some races and add one of these parts, and you'll really fly down the quarter mile.

Tip

In general, take off the muffler when you are setting up for Drag Racing. This usually squeaks out a bit more performance.





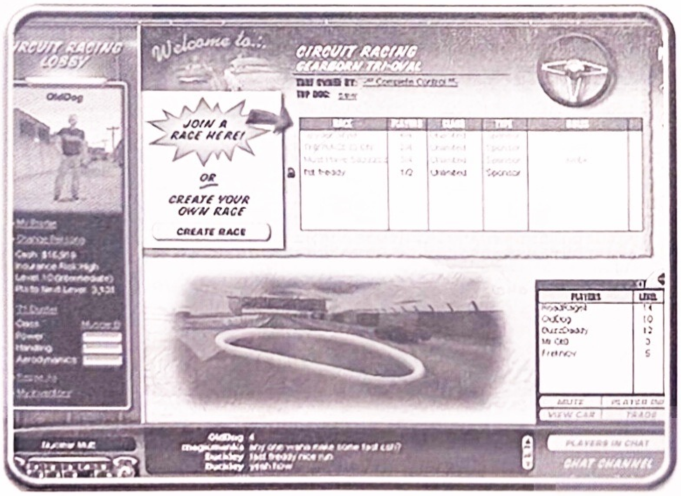
The Speed Demon '57 Chevrolet Bel-Air

But what if you like racing on the circuit tracks where top-end speed matters most? How do you set up your car for the big circuit tracks? Go through the same kind of process, but this time focus on top-end speed and horsepower. Let's start back with our original '57 Chevrolet Bel-Air and our initial funds of $4,738 MCO bucks.

The first thing to go is the engine block; it's just not good enough to build a quality circuit racer. We can either go with the 350-V8 or the 400-V8. The 400 V-8 drops us down lower in the overall top speed more than the 350 V-8, but that's just the initial number. We can eke more speed out of the 400, so once again let's put the 400-V8 into our '57 Chevy.

Table 5-8: Engine Upgrade Comparison

Power Statistics	Stock Engine	Chevy 350-V8 SB	Chevy 400-V8 SB	Units
Weight	3,450	3,450	3,450	lbs
Est. 0 to 60 mph	8.4	7.2	6.6	sec
Est. Top Speed	123	116	107	mph
Maximum Power	202	205	209	hp
Power to Weight	0.059	0.058	0.061	hp/lb
Drive to Traction	0.498	0.596	0.721	lbf/lbf
Maximum Torque	282	344	426	ft lb
Heat Rate	8.0	9.1	12.4	cal/RPM
Cooling Rate	103.7	103.7	103.7	kCal/s
Max Carb. Flow	573	607	638	cfm
Maximum RPM	7,000	6,000	5,000	RPM
RPM at Idle	900	900	875	RPM
RPM at Max Power	4,500	4,000	3,000	RPM
RPM at Max Torque	3,000	2,000	2,000	RPM
Engine Inertia	8.07	8.31	8.54	lb x ft^2
Compression Ratio	8.501:1	8.501:1	8.501:1	—
Volumetric Efficiency	76.6	73.5	71.4	%
Est. top speed in 1st	76	63	51	mph
Est. top speed in 2nd	136	114	92	mph
Est. top speed in 3rd	—	—	—	—
Est. top speed in 4th	—	—	—	—



The key to Circuit Racing is top-end speed.

Now that we have upgraded the engine block, let's look at the camshaft. Our budget limits our options. The four single-star parts don't provide any upgrade, and everything beyond the Edelbrock Performer RPM costs too much. That leaves us with the Chevrolet HP, and either the Edelbrock Performer Plus or Performer RPM. The Performer Plus and Performer RPM are nearly identical in the numbers we're looking at, so go with the Performer Plus.

Table 5-9: Camshaft Upgrade Comparison

Power Statistics	Stock Camshaft	Chevrolet HP	Edelbrock Performer Plus	Edelbrock Performer RPM	Units
Weight	3,436	3,436	3,436	3,436	lbs
Est. 0 to 60 mph	6.6	6.9	7.1	7.1	sec
Est. Top Speed	107	119	119	119	mph
Maximum Power	209	221	217	220	hp
Power to Weight	0.061	0.064	0.063	0.064	hp/lb
Drive to Traction	0.721	0.607	0.592	0.587	lbf/lbf
Maximum Torque	426	351	342	338	ft lb
Heat Rate	12.4	9.8	9.7	9.8	cal/RPM
Cooling Rate	103.7	103.7	103.7	103.7	kCal/s
Max Carb. Flow	638	502	766	766	cfm
Maximum RPM	5,000	5,500	6,000	6,000	RPM
RPM at Idle	875	900	900	900	RPM
RPM at Max Power	3,000	4,000	4,000	4,000	RPM
RPM at Max Torque	2,000	3,000	3,000	3,000	RPM
Engine Inertia	8.54	8.54	8.54	8.54	lb x ft^2
Compression Ratio	8.501:1	8.50:1	8.50:1	8.50:1	—
Volumetric Efficiency	71.4	69.9	71	70.6	%
Est. top speed in 1st	51	56	63	63	mph
Est. top speed in 2nd	92	103	114	114	mph
Est. top speed in 3rd	—	—	—	—	—
Est. top speed in 4th	—	—	—	—	—

We're close to having a pretty mean Circuit Race machine. Good thing too, as the two upgrades have cost more than half of our available funds. The next few upgrades need to be more economical, as we have only $2,000 MCO bucks left. The stock rear end really limits our top-end speed. If our car was geared better, we could eke out more speed. It will kill our acceleration, but on the big ovals such as the Gearborn Tri-Oval, we can afford the sacrifice.

Fifty-three different rear end systems can go on our car, but because we are on a budget, our choices are more limited. Table 5-10 shows models that fit our price range. The Ford 3.31 Banjo rear end is the best part for the job.

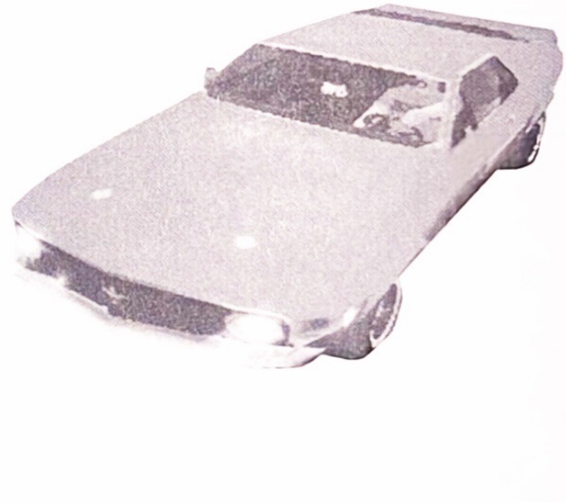


Table 5-10: Rear End Parts Comparison

Power Statistics	Stock Rear End	Ford 3.31 Banjo	Dana 2.73 Locking	Dana 2.93 Locking	Units
Weight	3,436	3,441	3,439	3,439	lbs
Est. 0 to 60 mph	7.1	7.6	9.2	8.4	sec
Est. Top Speed	119	123	130	128	mph
Maximum Power	217	217	217	217	hp
Power to Weight	0.063	0.063	0.063	0.063	hp/lb
Drive to Traction	0.592	0.533	0.448	0.478	lbf/lbf
Maximum Torque	342	342	342	342	ft lb
Heat Rate	9.7	9.7	9.7	9.7	cal/RPM
Cooling Rate	103.7	103.7	103.7	103.7	kCal/s
Max Carb. Flow	766	766	766	766	cfm
Maximum RPM	6,000	6,000	6,000	6,000	RPM
RPM at Idle	900	900	900	900	RPM
RPM at Max Power	4,000	4,000	4,000	4,000	RPM
RPM at Max Torque	3,000	3,000	3,000	3,000	RPM
Engine Inertia	8.54	8.54	8.54	8.54	lb x ft^2
Compression Ratio	8.50:1	8.50:1	8.50:1	8.50:1	—
Volumetric Efficiency	71	71	71	71	%
Est. top speed in 1st	63	72	87	81	mph
Est. top speed in 2nd	114	128	157	145	mph
Est. top speed in 3rd	—	—	—	—	—
Est. top speed in 4th	—	—	—	—	—

Again, we can pick from several carburetors in our price range. And again we'll pick the Autolite 4100 4V.

Note

OUR ENGINE PERFORMANCE HAS NOW EXCEEDED THE E POWER CLASS. WE ARE NOW THE PROUD OWNERS OF A CLASSIC D '57 CHEVROLET BEL-AIR.

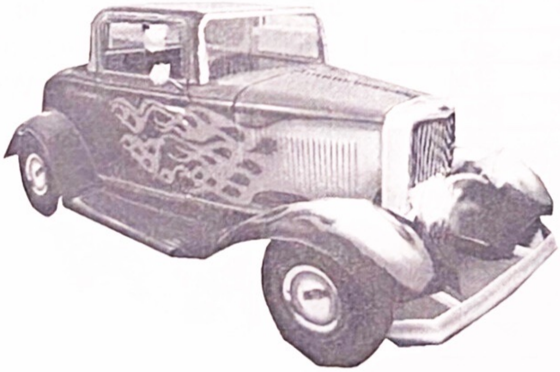


Table 5-11: Carburetor Upgrade

Power Statistics	Stock Carburetor	Autolite 4100 4V	Units
Weight	3,441	3,445	lbs
Est. 0 to 60 mph	7.6	7.1	sec
Est. Top Speed	123	130	mph
Maximum Power	217	249	hp
Power to Weight	0.063	0.072	hp/lb
Drive to Traction	0.533	0.563	lbf/lbf
Maximum Torque	342	363	ft lb
Heat Rate	9.7	11.1	cal/RPM
Cooling Rate	103.7	103.7	kCal/s
Max Carb. Flow	766	766	cfm
Maximum RPM	6,000	6,000	RPM
RPM at Idle	900	925	RPM
RPM at Max Power	4,000	4,000	RPM
RPM at Max Torque	3,000	3,000	RPM
Engine Inertia	8.54	8.54	lb x ft^2
Compression Ratio	8.50:1	8.50:1	—
Volumetric Efficiency	71	75.7	%
Est. top speed in 1st	72	72	mph
Est. top speed in 2nd	128	128	mph
Est. top speed in 3rd	—	—	—
Est. top speed in 4th	—	—	—

With the engine block, camshaft, rear end, and carburetor upgraded we now have a pretty zippy Bel-Air and we still have $1,121 MCO bucks. Let's look at the exhaust manifold. There are many choices, but we can afford only two. The Rad Rat Street Mod for $238 and the Chevrolet HP for $516 both boost horsepower and top speed, which is exactly what we are looking for. But the Chevrolet HP gains us an additional 5,000 RPMs and a half second on our 0-to-60 time. That means we'll be faster at the top end and quicker out of the blocks. Spend the extra money and go for the Chevrolet HP exhaust manifold.

Table 5-12: Exhaust Manifold Upgrade

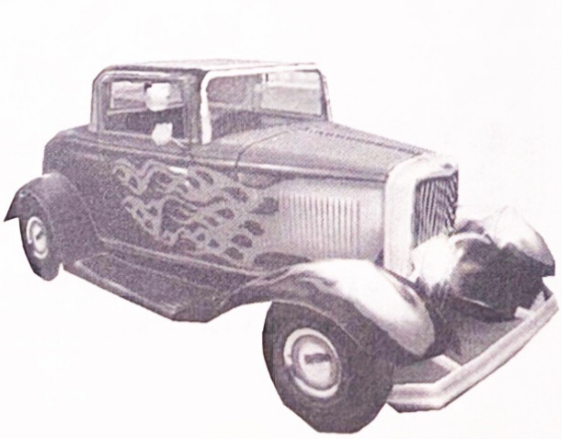
Power Statistics	Stock Exhaust Manifold	Rad Rat Street Mod	Chevrolet HP	Units
Weight	3,445	3,441	3,445	lbs
Est. 0 to 60 mph	7.1	7.1	6.7	sec
Est. Top Speed	130	132	134	mph
Maximum Power	249	251	263	hp
Power to Weight	0.072	0.073	0.076	hp/lb
Drive to Traction	0.563	0.565	0.589	lbf/lbf
Maximum Torque	363	364	381	ft lb
Heat Rate	11.1	11.2	11.7	cal/RPM
Cooling Rate	103.7	103.7	103.7	kCal/s
Max Carb. Flow	766	766	829	cfm
Maximum RPM	6,000	6,000	6,500	RPM
RPM at Idle	925	925	900	RPM
RPM at Max Power	4,000	4,000	4,000	RPM
RPM at Max Torque	3,000	3,000	3,000	RPM
Engine Inertia	8.54	8.54	8.54	lb x ft^2
Compression Ratio	8.50:1	8.50: 1	8.50:1	—
Volumetric Efficiency	75.7	75.8	76.6	%
Est. top speed in 1st	72	72	68	mph
Est. top speed in 2nd	128	128	141	mph
Est. top speed in 3rd	—	—	—	—
Est. top speed in 4th	—	—	—	—

At this point we are nearly out of cash. But we don't need any of the stock engine parts we just pulled off. Scrapping them gets us $1,400 MCO bucks. A couple more parts will really make a difference. The first part is the cylinder head. Notice that spending the additional money for the Wedge (10.5) really doesn't help us much over the Wedge (10.25).

Table 5-13: Cylinder Head Upgrade Comparison

Power Statistics	Stock Cylinder Head	Wedge (10.25)	Wedge (10.5)	Units
Weight	3,445	3,445	3,445	lbs
Est. 0 to 60 mph	6.7	6.5	6.5	sec
Est. Top Speed	134	139	139	mph
Maximum Power	263	290	282	hp
Power to Weight	0.076	0.084	0.082	hp/lb
Drive to Traction	0.589	0.607	0.61	lbf/lbf
Maximum Torque	381	395	397	ft lb
Heat Rate	11.7	11.5	11.2	cal/RPM
Cooling Rate	103.7	103.7	103.7	kCal/s
Max Carb. Flow	829	893	893	cfm
Maximum RPM	6,500	7,000	7,000	RPM
RPM at Idle	900	900	900	RPM
RPM at Max Power	4,000	4,500	4,500	RPM
RPM at Max Torque	3,000	3,000	3,000	RPM
Engine Inertia	8.54	8.54	8.54	lb x ft^2
Compression Ratio	8.50:1	10.25:1	10.50:1	—
Volumetric Efficiency	76.6	80.5	79.5	%
Est. top speed in 1st	68	85	85	mph
Est. top speed in 2nd	141	154	154	mph
Est. top speed in 3rd	—	—	—	—
Est. top speed in 4th	—	—	—	—

Take a look at your stock electrical system. It's only rated for an engine with 275 horsepower. But we are now at 290 horsepower. That means our engine performance is limited by our electrical system. Look up electrical systems. A nice two-star upgrade to a General Motors Standard Electronics system costs only $177 MCO bucks. This electrical system is rated to 536 horsepower and should be our next upgrade. We get an increase in horsepower, 0-to-60 time, and top-end speed.



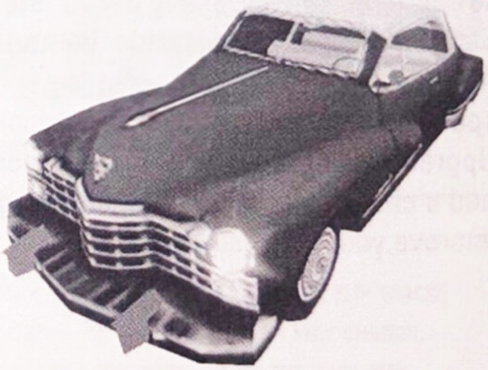
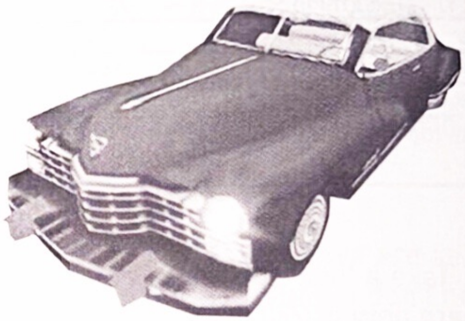


Table 5-14: Cylinder Head Upgrade Comparison

Power Statistics	Stock Electrical System	GM Standard Electronic Electrical System	Units
Weight	3,445	3,452	lbs
Est. 0 to 60 mph	6.5	6.2	sec
Est. Top Speed	139	141	mph
Maximum Power	290	304	hp
Power to Weight	0.084	0.088	hp/lb
Drive to Traction	0.607	0.635	lbf/lbf
Maximum Torque	395	415	ft lb
Heat Rate	11.5	12	cal/RPM
Cooling Rate	103.7	103.7	kCal/s
Max Carb. Flow	893	893	cfm
Maximum RPM	7,000	7,000	RPM
RPM at Idle	900	900	RPM
RPM at Max Power	4,500	4,500	RPM
RPM at Max Torque	3,000	3,000	RPM
Engine Inertia	8.54	8.54	lb x ft^2
Compression Ratio	10.25:1	10.25:1	—
Volumetric Efficiency	80.5	80.5	%
Est. top speed in 1st	85	85	mph
Est. top speed in 2nd	154	154	mph
Est. top speed in 3rd	—	—	—
Est. top speed in 4th	—	—	—

Your standard '57 Chevrolet Bel-Air is now a very speedy car. You've upgraded it from a Classic E to a Classic D. Take it out to the circuit tracks for few spins. You'll really be impressed with the performance. As you earn more money from racing, get it back into the garage and look at upgrading the pistons, the intake manifold, and the transmission. Tweak those parts out a little and your car will really be a monster.



Making a Street '57 Chevrolet Bel-Air

There are some big differences between Circuit Racing and Street Racing, but most of the upgrades you've already made will work on the street. To make your Chevy Bel-Air the king of the Street Racing scene, upgrade the transmission. After the tricky turns, you need to get back up to speed quickly, and a good transmission will help. Upgrade your brakes for the same reason. Then, add a chin spoiler and rear spoiler to greatly improve your car's handling.

scape Key To Disconnect
Hickey's Drive-In

To make a good street racer out of your '57 Bel-Air, add some spoilers and upgrade your car's transmission.

The Racetracks of Motor City Online

Now that your car is tweaked out, take it for a spin on one of *Motor City Online's* 22 racetracks. Each is different, and each takes some getting used to before you can contend for the fastest time of the week. In this chapter we provide some pointers on how to get around the track in one piece and how to stay on the racing line for a top score.

Types of Tracks

Circuit Tracks

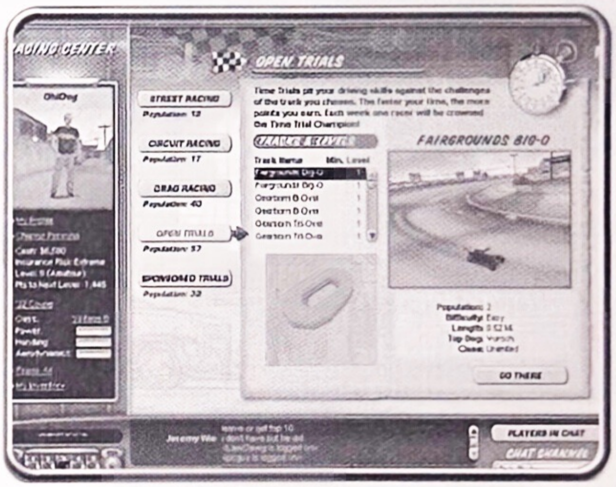
- Bel Air Grand Prix
- Fairgrounds Big "O"
- Gearborn B-Oval
- Gearborn Tri-Oval
- Motor City Classic
- Proving Grounds

Street Tracks

- Dead Man's Run
- Gas Town
- Hazard Hollow
- Hickey's Ridge
- Metro Garage
- Metro Strip
- Red Light District
- Roadkill Run
- Skoggit County Road
- The Spillway
- Thunderbird Alley
- Tornado Flats
- Westbrook

Drag Racing Tracks

- East Side Drag Strip
- Motor City Drag Strip

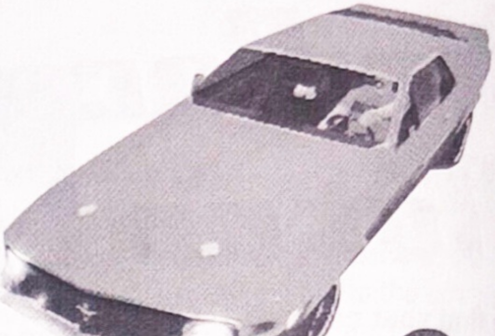

RACING CENTER
OPEN TRIALS
STREET RACING
CIRCUIT RACING
DRAG RACING
OPEN TRIALS
SPONSORED TRIALS
FAIRGROUNDS BIG-O
GO THERE
PLAYERS IN CHAT
CHAT CHANNEL

SELECT A RACETRACK AT THE RACING CENTER.

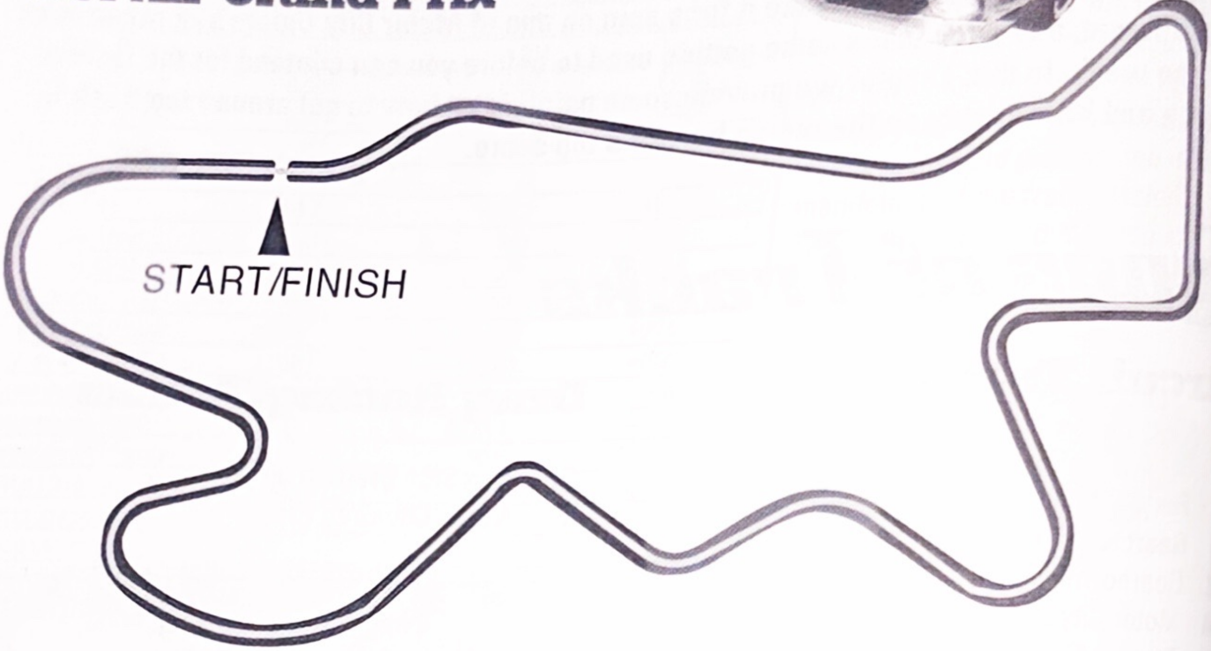
Note

FROM TIME TO TIME THE DEVELOPERS AT EA WILL FLIP TRACKS TO KEEP THINGS FRESH. SO, START LOCATIONS MAY CHANGE, AND ON CIRCUIT TRACKS THE DIRECTION OF THE RACE MAY BE REVERSED.

Circuit Racing

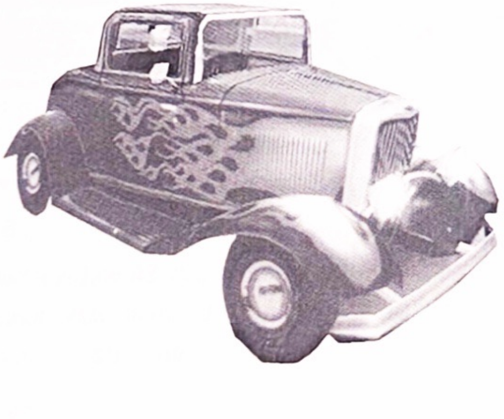


Bel Air Grand Prix



Bel Air Grand Prix

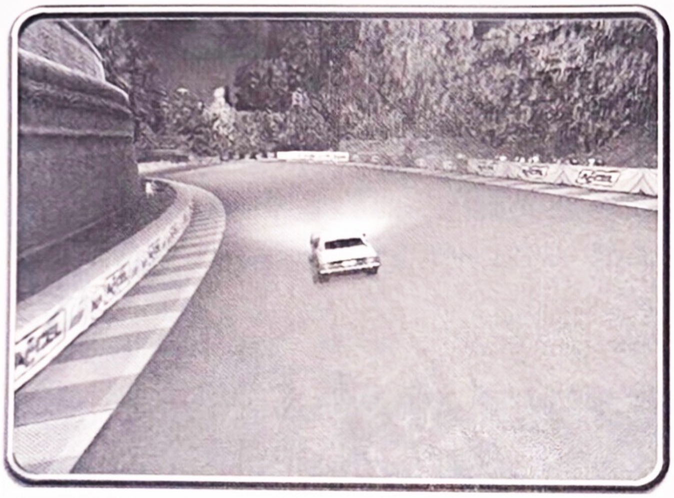
Track Length: 4.6 miles
Average Top Time: *~3 minutes, 45 seconds*
Level Needed to Race: Level 5



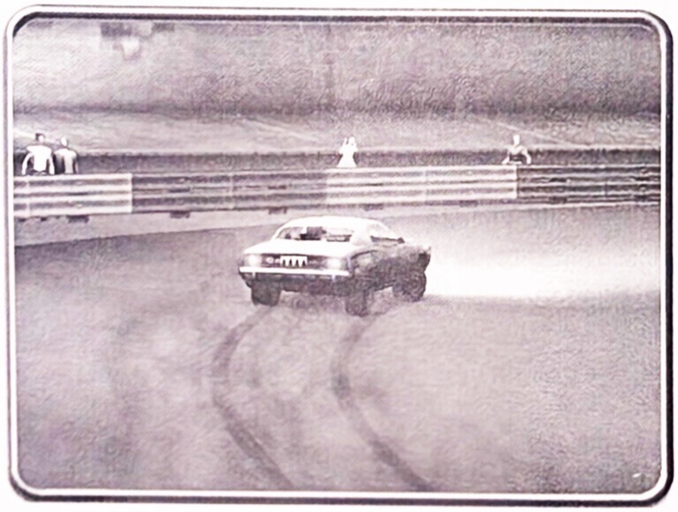
You can start competing on the Bel Air Grand Prix track after your persona has reached Level 5. Bel Air Grand Prix is a very demanding 4.6 mile track. On this course you have to weave through a city park.

To negotiate some of the tighter turns you have to power slide. We covered power sliding in detail in chapter 3, but let's review it quickly. As you approach the turn, set up more toward the inside, then get off the gas and snap the wheel over hard in the direction you want to turn. After your car slides into the right direction, hit the gas and your car will make it around the bend. On really tight turns, throw the emergency brake to slow down.

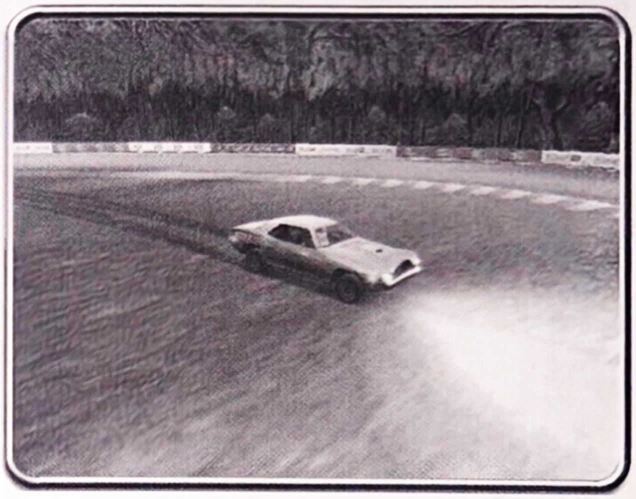
A good set of brakes, a high-strung transmission and rear end, and a spoiler help on this track. The first few turns are wide enough to allow some great racing. Set up to the outside and dive across just as you did on other racetracks. But on the later turns you have to slow down first, then get back on the gas. Run a lot of Sponsored Trials before you take your car out on this track.



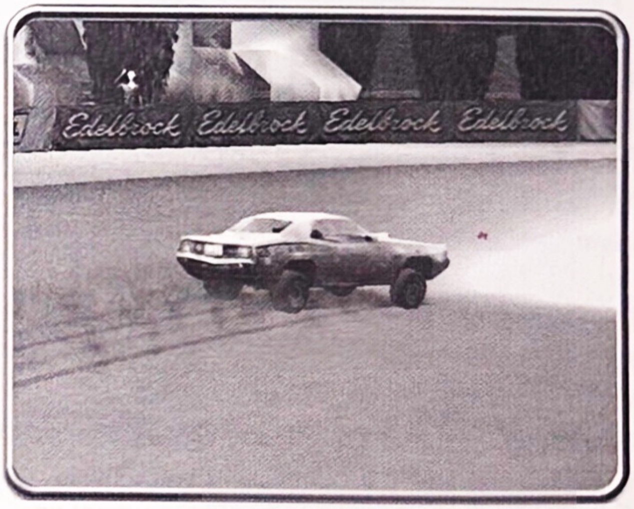
THE FIRST FEW TURNS ARE VERY WIDE AND ALLOW SIDE-BY-SIDE RACING. TACKLE THEM AS YOU WOULD ANY OTHER TURN—SET UP TO THE OUTSIDE, THEN DIVE INTO THE CORNER.



THE TURNS ARE REALLY TIGHT, SO POWER SLIDE AROUND SOME.

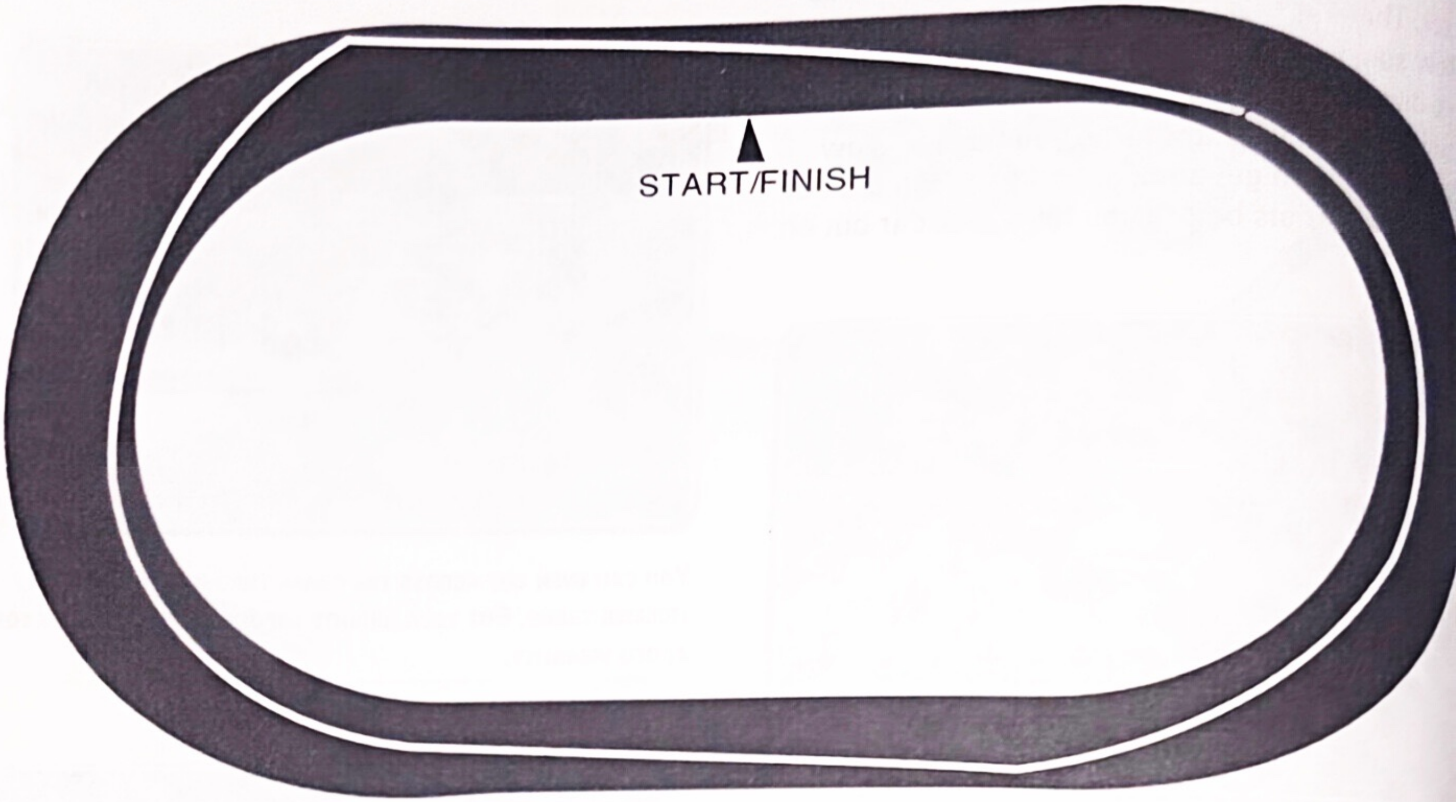


YOU CAN EVEN CUT ACROSS THE GRASS THROUGH SOME OF THE TRICKIER TURNS. PUT YOUR BRIGHTS ON DURING NIGHT RACES FOR ADDED VISIBILITY.



A LION STATUE GUARDS ONE OF THE LAST TURNS. BEFORE YOU REACH THE TURN YOUR CAR GETS AIRBORNE. IT'S PRETTY COOL, BUT WATCH OUT FOR IT. YOU CAN'T ADJUST YOUR TRACK WHILE IN THE AIR, SO SET UP BEFORE YOU CREST THE HILL.

Fairgrounds Big "O"



FAIRGROUNDS BIG "O"

Track Length: 0.52 miles
Approximate Top Time: ~33 seconds
Level Needed to Race: Level 1

The Fairgrounds Big "O" is a fun track. The short dirt oval provides a lot of excitement as you slip and slide around the track. As you attack the corners, let off the gas and cut the wheel to make your back end swing around. Once you start to slide, get back on the gas and hold the wheel as you cruise around the curve.

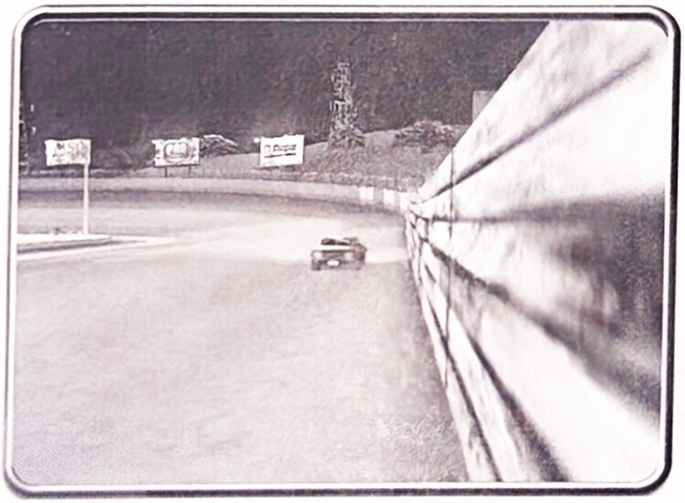
You are racing by yourself during the Open and Sponsored Trials, so you don't have to worry about bumping into other drivers. But when you are competing on the Big "O," the other cars' positions are very important. The short straightaways limit passing, so getting around your opponents means getting into the corners better or sliding less through the turns.

Setting up how you exit the turns is key. Accelerate as you come out of the turn or you won't be traveling fast enough down the straightaway. If you are sliding too much, get off the gas for a moment, then get back on it.

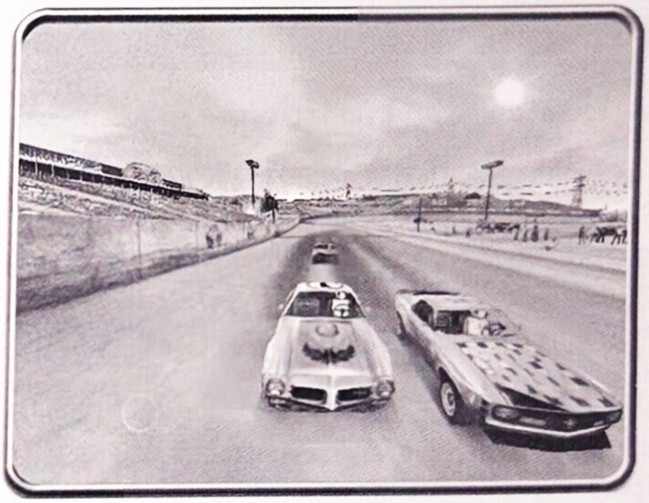
Top-end speed isn't the key statistic here. Handling and acceleration dominate racing at the Fairgrounds. Make sure your rear end is set up to boost your 0-to-60 time. A good transmission helps, too. Read through the "Chassis Tuning" section of chapter 5, then tweak your spring and shock settings to help you get around this short track.

The Fairgrounds Big "O" is a 0.52 mile dirt track. Sliding around the turns can be a lot of fun.

Stop sliding halfway around the turn. You want to be accelerating so you can reach a high speed down the straightaway.

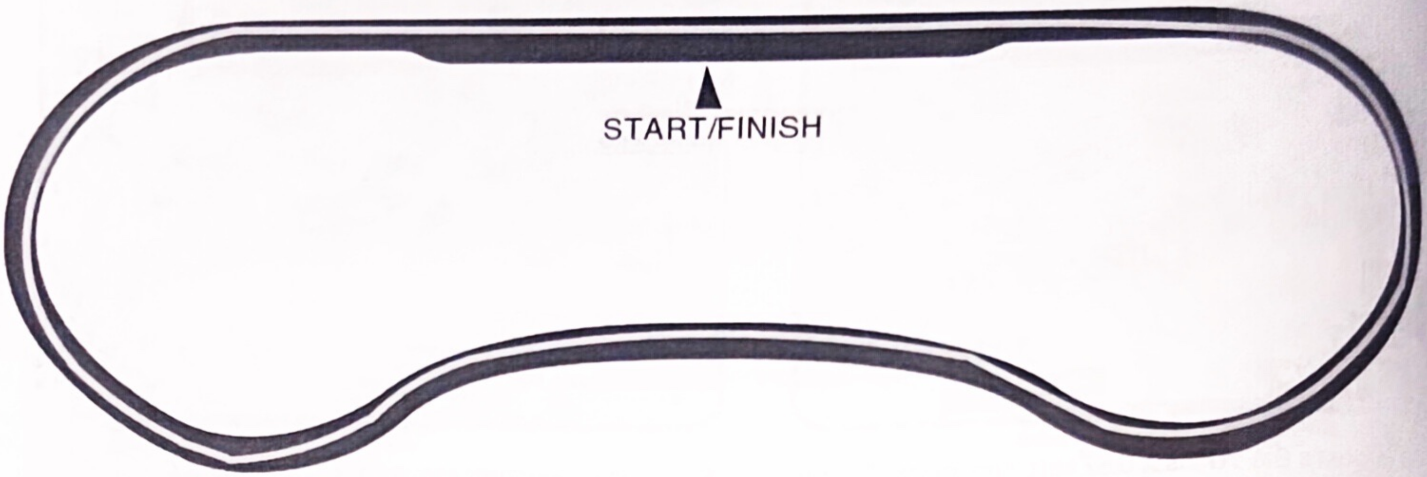


When you set up for the turn, let off the gas and turn the wheel over. As the car starts to slide, get back on the gas and power slide around the turn.



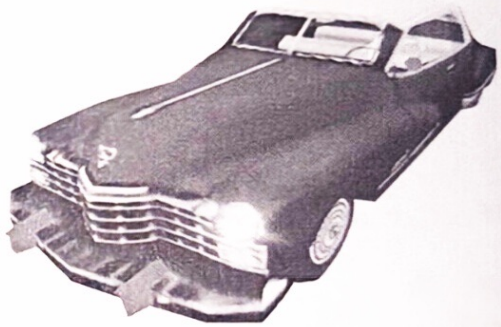
Racing against other players can be tricky at the Fairgrounds. The dirt surface causes the cars to slide around a lot, meaning maneuvering is touch and go. Be prepared for a lot of bumping at the Big "O."

Gearborn B-Oval



GEARBORN B-OVAL

Track Length: 1.9 miles
Approximate Top Time: —
Level Needed to Race: Level 1

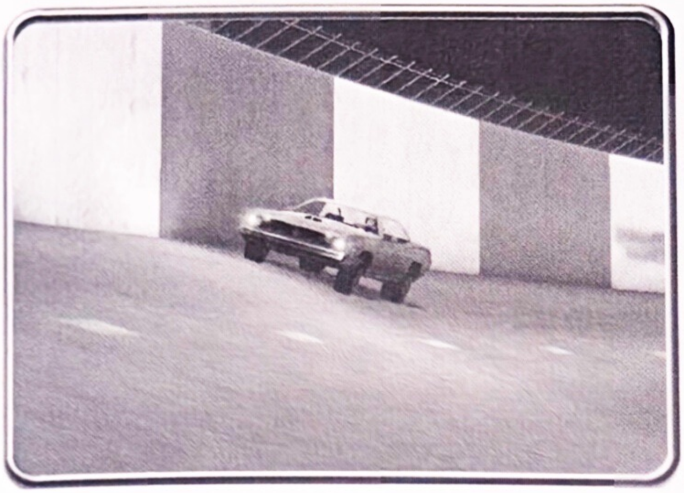


The Gearborn B-Oval is a very tricky course. The S-curves on the backstretch can be very difficult to maneuver through, especially when racing other players. Top-end speed is your friend here, as you have a nice long straightaway to get up to speed. But negotiating the S-curves requires tighter handling, so consider adding either a chin spoiler or a rear spoiler. This improves your downforce and helps you through the curves.

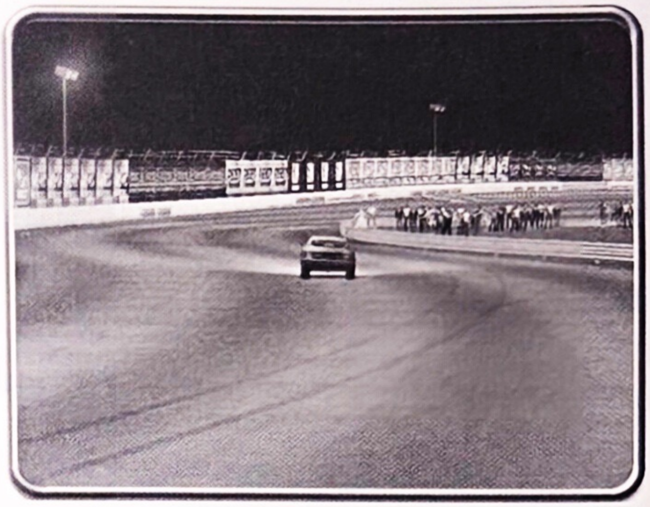
When you come down the front straightaway, set up along the outside wall. The shed marks the entrance to the turn, so when you reach the shed, back off the gas and start your turn. Your car gets down low to the inside of the curve. Get back on the gas, and your car starts to drift up to the wall.

Normally you would accelerate as you exit a turn, but you are entering the S-curve. Turn the wheel over a little more to head for the outside wall of the back half of the S-curve. Once you're there, get off the gas and dive back the other direction. In the middle of the turn, hit the gas to fly out of the turn and down the back straightaway.

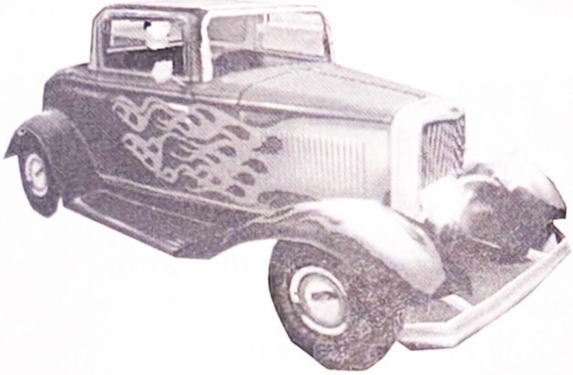
Getting through the second S-curve is a little bit easier. This time, set up along the inside wall and drive straight across the curve. This leaves you floating to the outside as you enter the back half of the S-curve. Let off the gas on the back half to stay out of the wall. Once you are below the racetrack's centerline, get back on the gas so you're set up to run down the front straightaway.

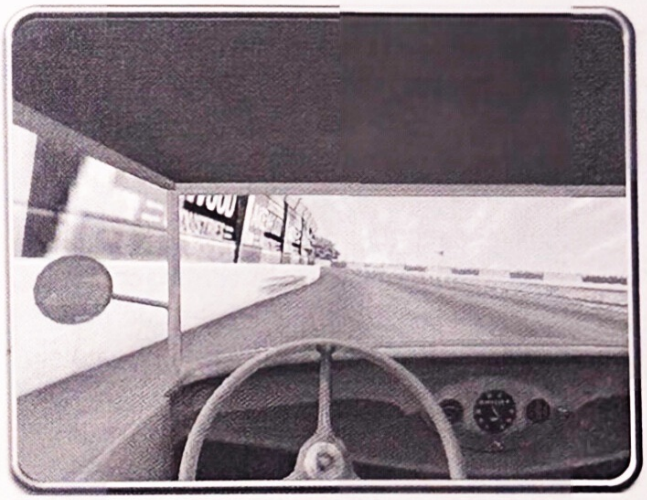


Get up high near the wall in turn one to set up for the first S-curve.

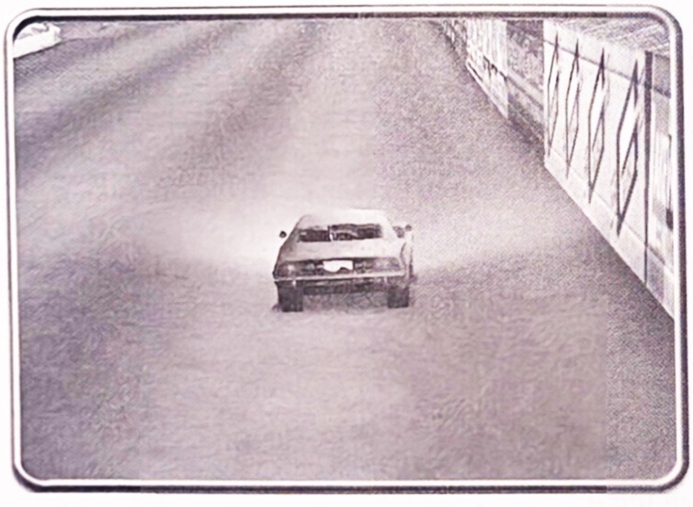


Flatten out the first part of the S-curve to set up for the second part.



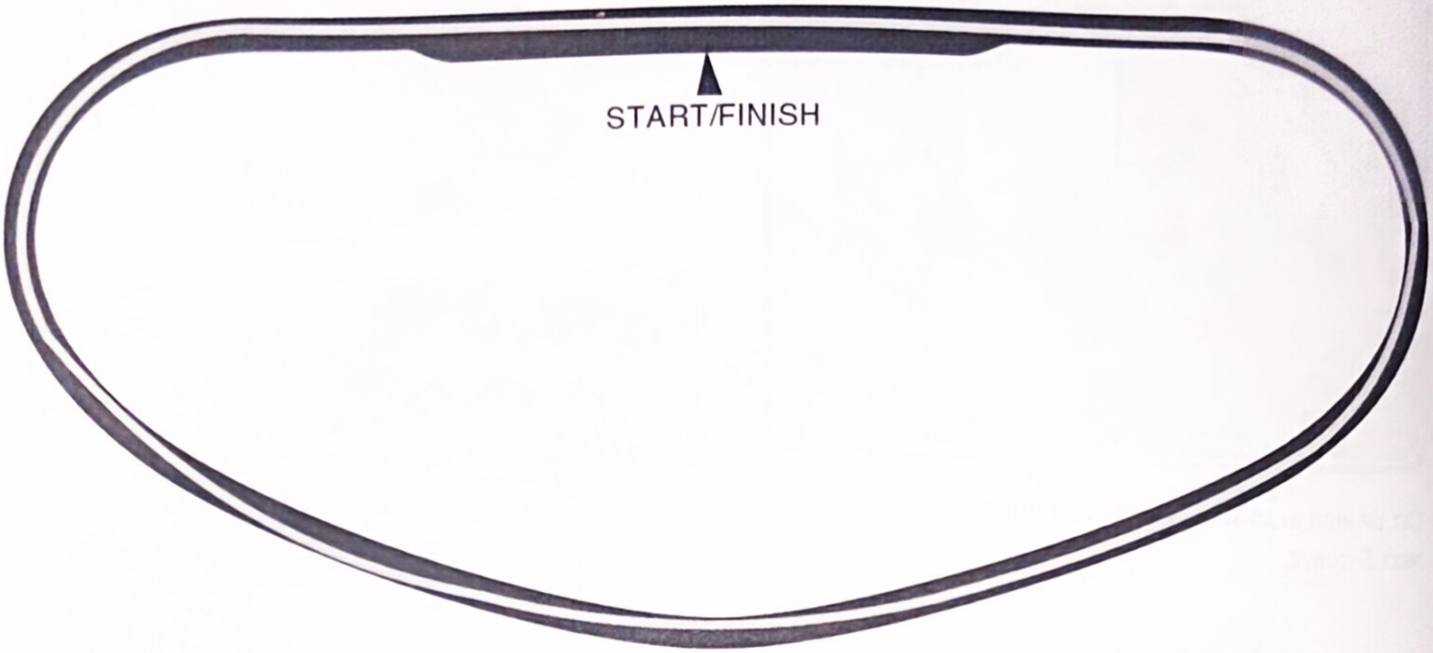


Racing through the S-curves can be tricky with other drivers on the track. Watch your line and make sure you have room to maneuver. If you don't, take the curves slower to compensate.



Fly through the S-curve and rocket down the back straightaway.

Gearborn Tri-Oval



GEARBORN TRI-OVAL

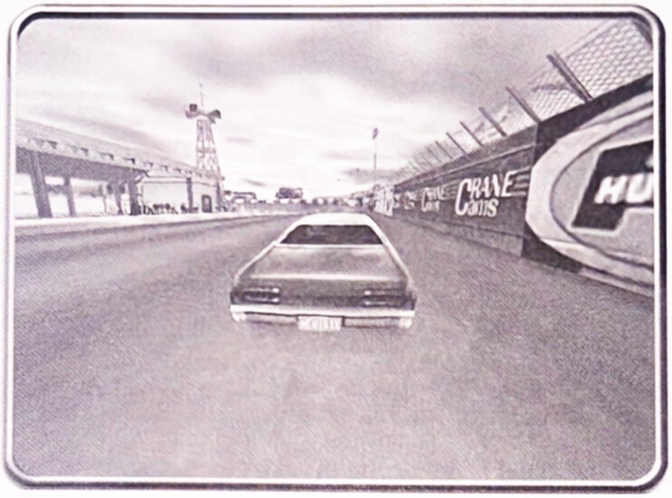
Track Length: 1.9 miles
Approximate Top Time: ~1 minute, 13 seconds
Level Needed to Race: Level 1

The Gearborn Tri-Oval may be one of the easiest tracks in *Motor City Online*, but the racing is always fast. The 1.9 mile Tri-Oval is long enough to let the cars attain top speed. Set up to maximize top-end speed.

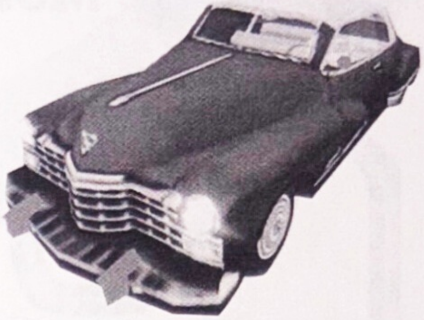
The entrance to turn one is marked by the shed at the end of pit road. Once you reach top speed, get off the gas for a moment as you pass the shed and dive into the turn. After you're below the midline of the curve, get back on the gas. Cut the turn so your car just reaches the apron along the inside of the curve. Don't get on the apron, just get close to it. Ease up your turn as you begin to exit the curve so you're accelerating as you head down the back straightaway. Let the car drift to the outside wall.

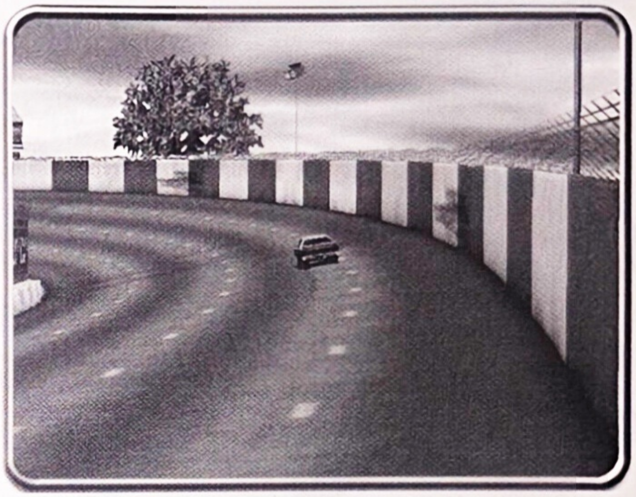
Turn two really isn't a turn; it's more of like a knee bend in the straightaway. Turn the wheel slightly and try to cut the turn short. See all those scrape marks on the inside wall? That is from drivers who cut it too short. Just drive straight through the turn, cutting across it, and you will be set up along the outside wall for your entry into turn three.

Turn three is more banked than turn one, which lets you take it a little faster. Set up from the outside wall, and when you see the first light standard, let off the gas and start cutting the wheel. As your car starts to dive down low, get back on the gas. If you drift toward the wall, either back off the gas or cut the wheel a little more. Don't head toward the outside wall until you can see the turn's exit. Rocket out of the turn and fly down along the outside wall.

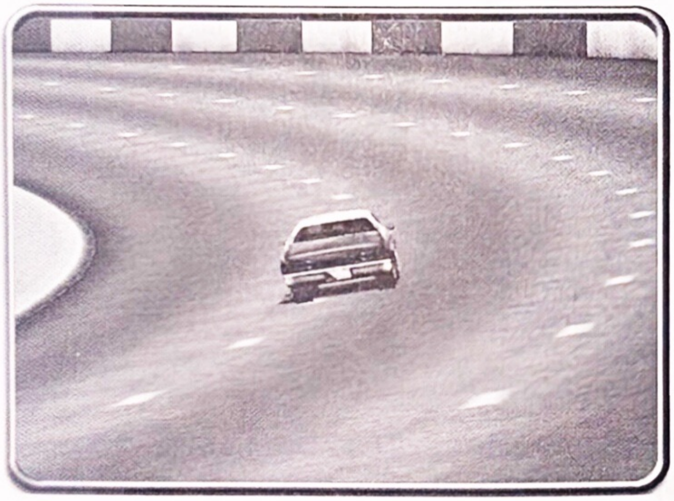


The entrance to turn one is marked by this shed at the end of pit road. Set up from the outside wall to attack this curve.

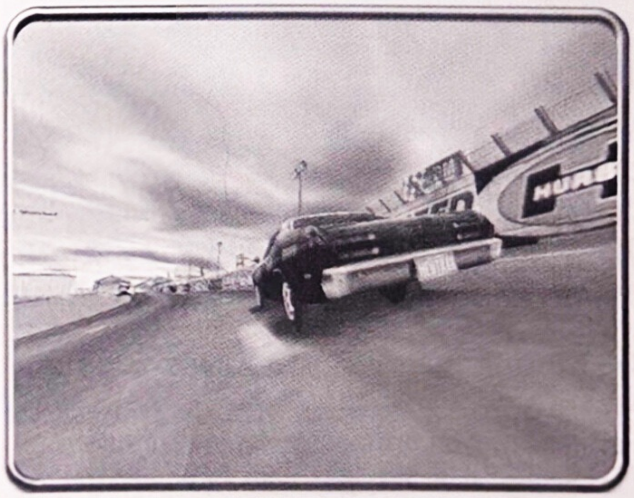




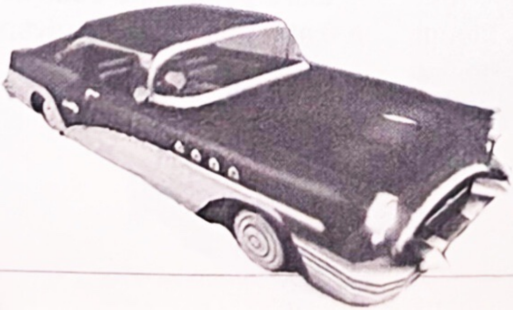
When you see this light standard, get off the gas and start your turn.



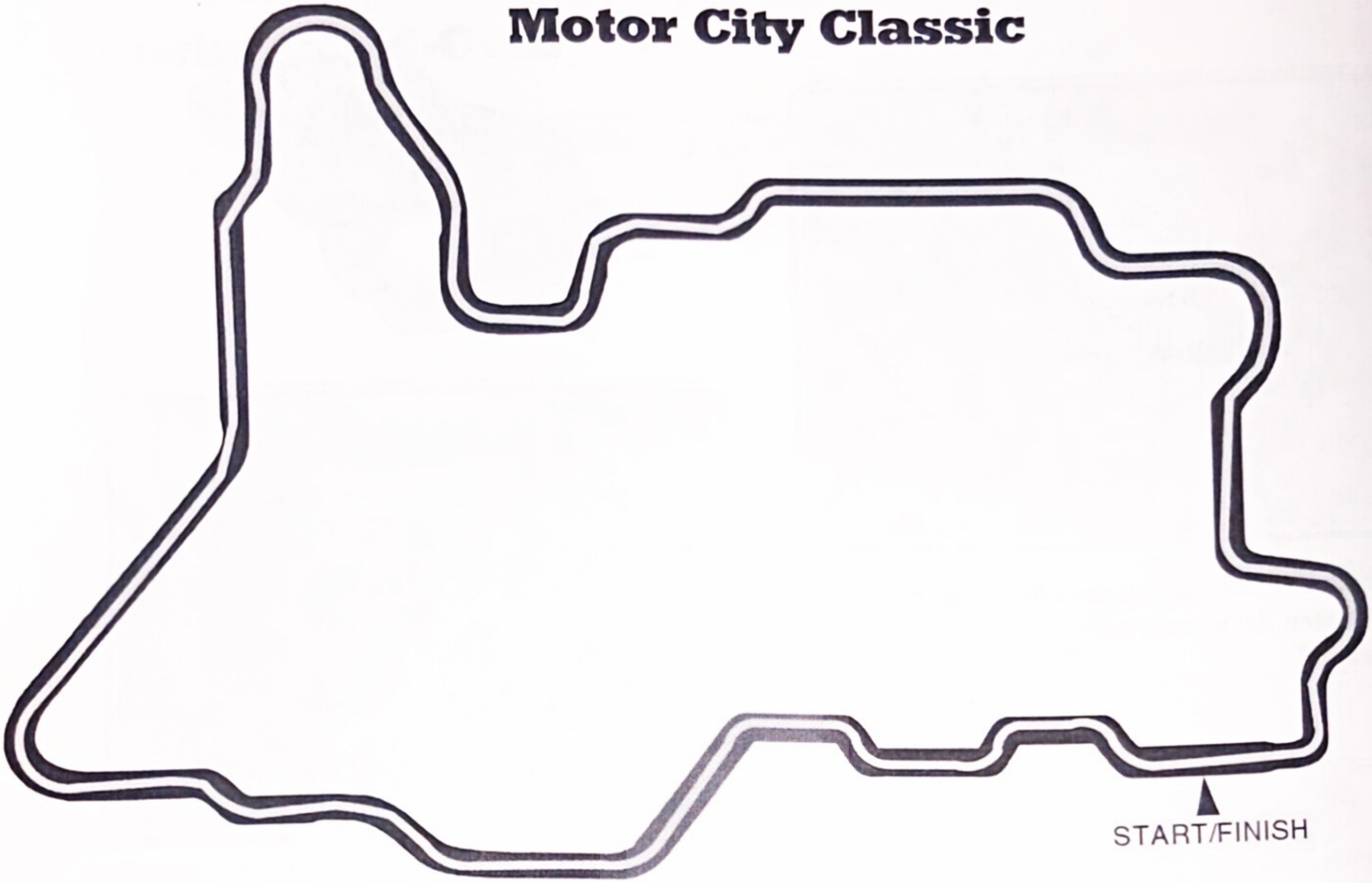
Drive straight across turn two. Go from the outside at the start, to the inside wall at the midpoint of the curve, then back to the outside as you exit the turn.



Get back on the gas, then fly out of the turn onto the front straightaway.



Motor City Classic



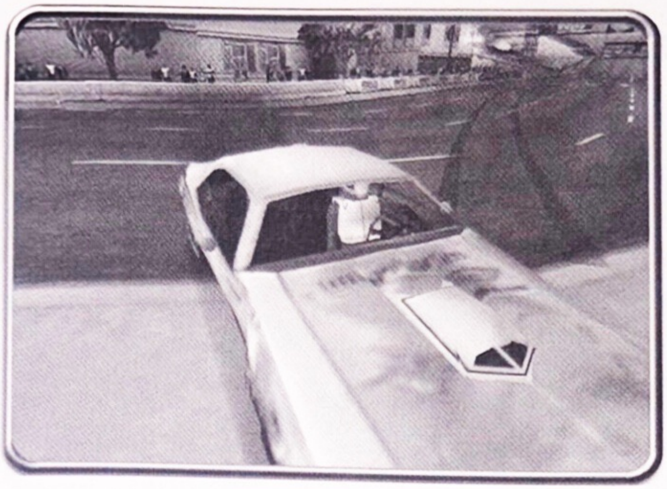
Motor City Classic

Track Length: 4.1 miles
Average Top Time: ~4 minutes
Level Needed to Race: Level 10

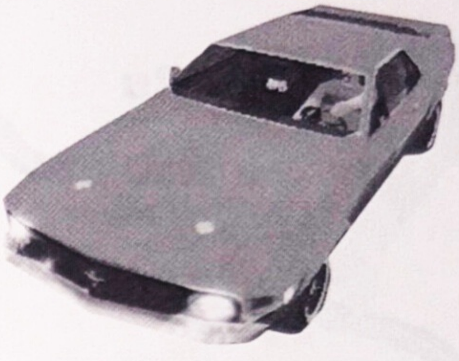
You must be at least Level 10 to race the Motor City Classic, and for good reason. Motor City Classic is one of the hardest tracks in *Motor City Online*. There is no room for error. If you don't nail your turns, your car will go into a concrete barricade. Tackle this course several times with a Sponsored car before risking your own. It takes some getting used to before you can set good times and protect the investment in your car.

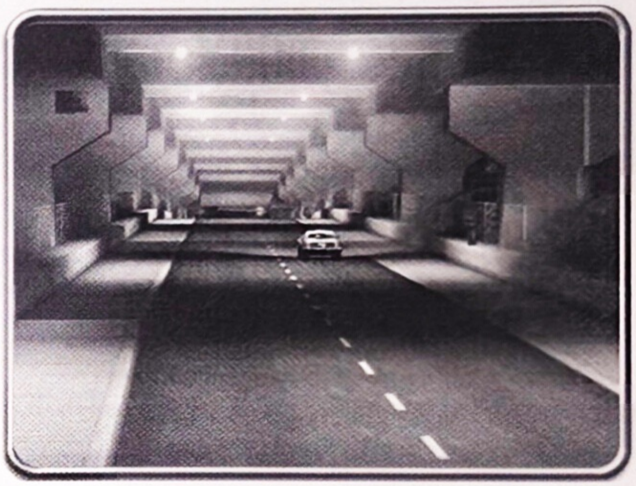
On this racetrack, you need a car with good acceleration and good braking. Top-end speed won't help much, as you have few opportunities to open the throttle wide. Concentrate on your car's handling, braking, and 0-to-60 time when you set up a car to race on this challenging course. And work on your power sliding technique. If you go too fast, you will put the car into the wall.

Motor City Classic is one of the longer racetracks in terms of racing time. Make sure you are comfortable and prepared to invest the five minutes in the race. The extra points and cash are worth it, though. Keep at it and you will advance levels in no time.

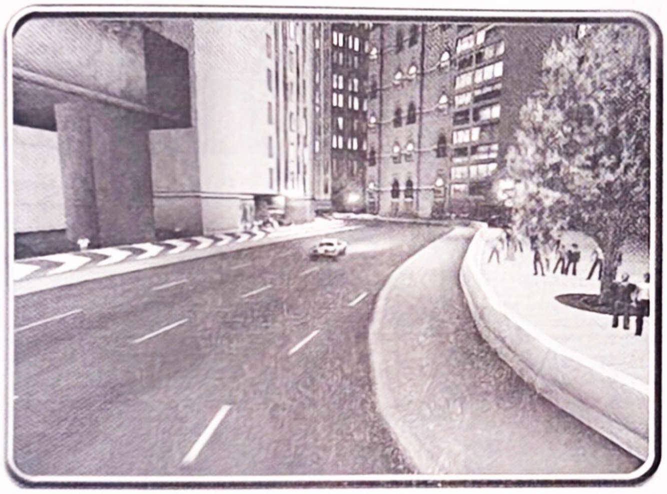


TAKE A SPONSORED CAR AROUND THE TRACK AT FIRST. THE TRACK IS VERY NARROW AND YOU WILL PUT THE CAR INTO THE WALL THE FIRST FEW TIMES YOU RACE.

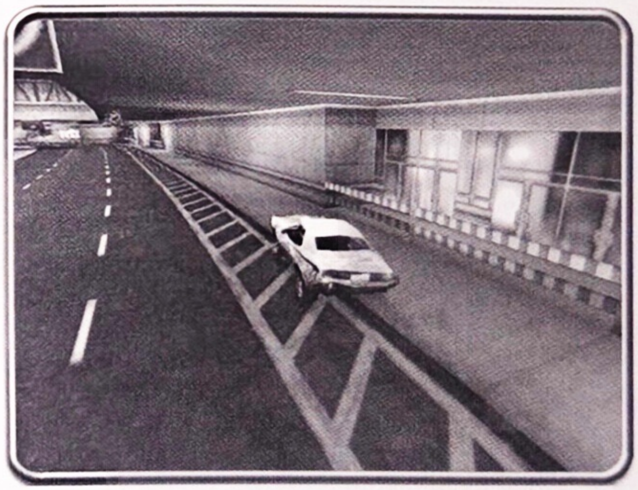




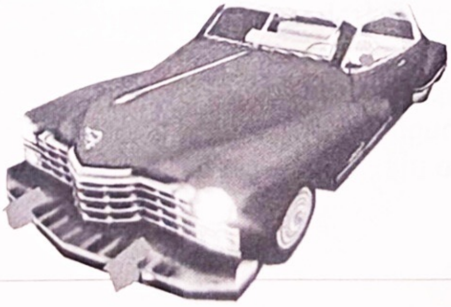
THIS IS THE GAME'S ONE LONG STRAIGHTWAY. HIT THE GAS AND RACE THROUGH THIS SECTION AS FAST AS YOU CAN. BE READY TO GET ON THE BRAKES TO NEGOTIATE THE TURN AT THE END.



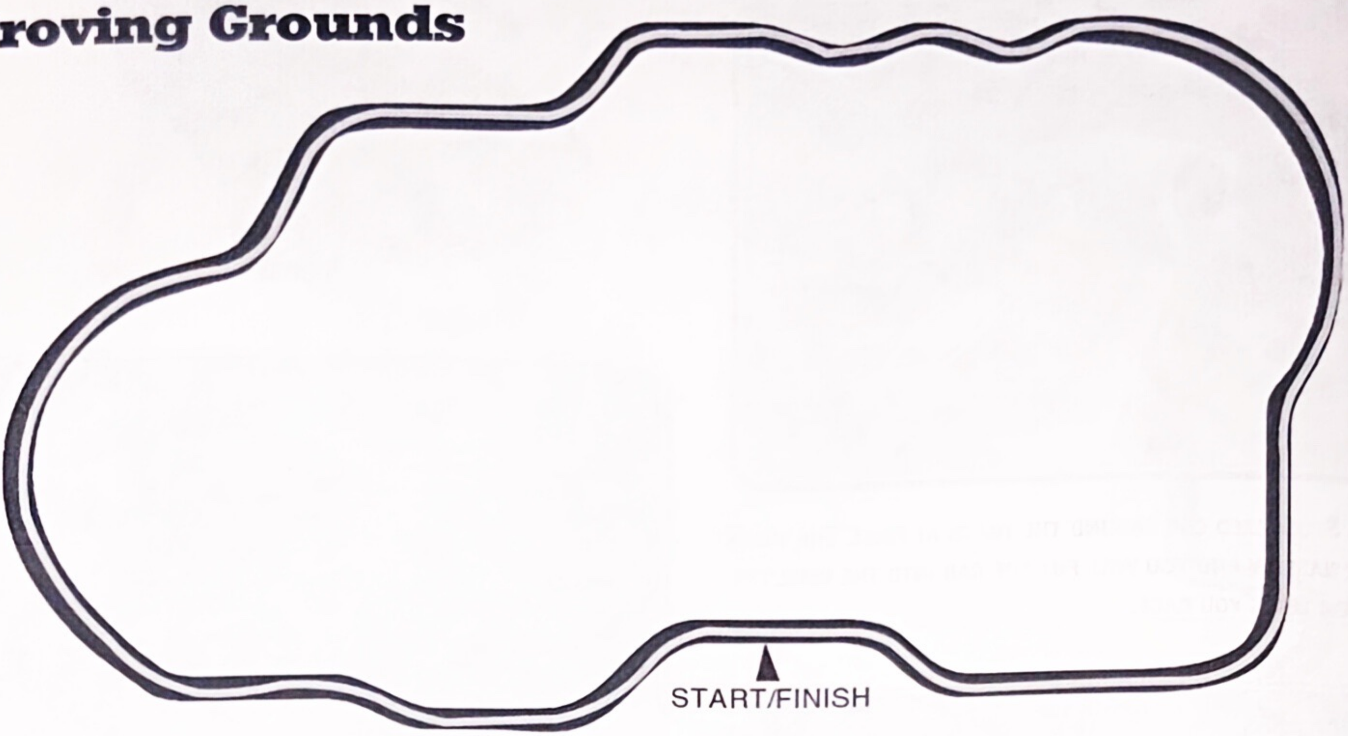
THERE ARE MANY SHORT CURVES SUCH AS THIS ONE. TURN QUICKLY TO THE RIGHT THEN BACK TO THE LEFT SO YOU'RE RACING IN THE SAME DIRECTION YOU STARTED. GET AS FAR TO THE OUTSIDE AS YOU CAN AND DIVE STRAIGHT ACROSS THE TURNS. THIS MAXIMIZES YOUR SPEED THROUGH THE TURNS AND HELPS YOU SET SOME EXCELLENT RACING TIMES.



RACING ALONG THE AIRPORT AND THROUGH THE TERMINAL IS QUITE FUN. TACKLE THIS TURN AS YOU WOULD ANY OTHER. START OUT FROM THE OUTSIDE AND DIVE IN AND ATTACK THE CURVE. THIS IS ONE OF THE EASIER TURNS.



Proving Grounds



PROVING GROUNDS

Track Length: 3.3 miles
Average Top Time: ~3 minutes
Level Needed to Race: Level 1

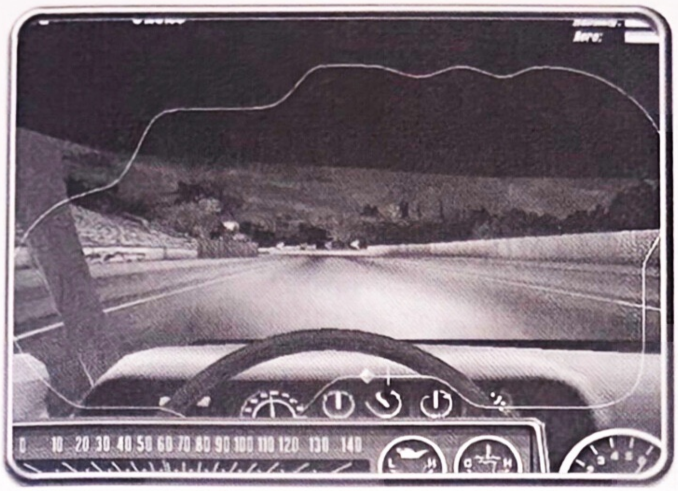
The Proving Grounds is your first opportunity to experience the intensity of the street tracks. This circuit racetrack is filled with hairpin turns and narrow straightaways. Practice on this track a lot before racing on it with your own car. If you start out with your own car, you will spend a lot of money at the body shop. Enter Sponsored Races to learn the track, then once you have a feel for the track, start racing your own car on it and rack up the points.

While you are racing, concentrate on where you are right now and what section of track is coming up. The turns come so fast that you must anticipate where you need to be at every point. Bring up the large map overlay to see what's coming up.

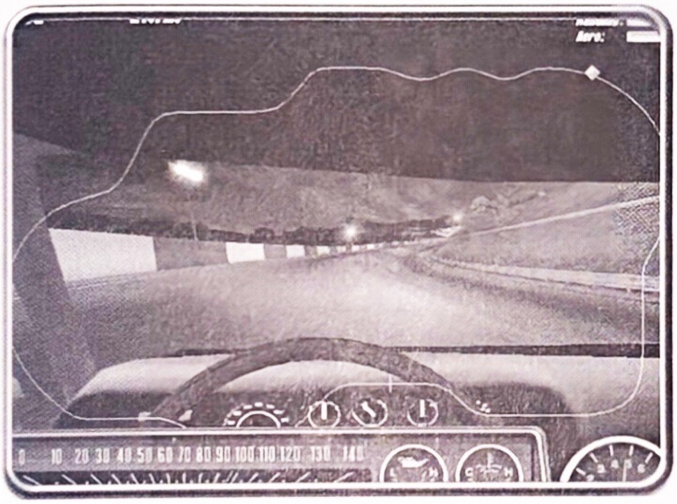
The big sweeping turns at the beginning and end of the race are bi-level—you can take either the high road on the outside or the low road on the inside. Which part you race on depends on where you set up coming into the turn. After you pick a level, don't switch. You can drive on the grassy area in between, but your handling is ruined. The high road is better, as it sets you up to come out of the turns.

Be careful with the series of switchback turns on the backstretch. It's a series of S-curves piled up one on top of the other. Slow down as you race through this narrow section of track and keep your car out of the guardrails. The goal through this section is to get out in one piece.

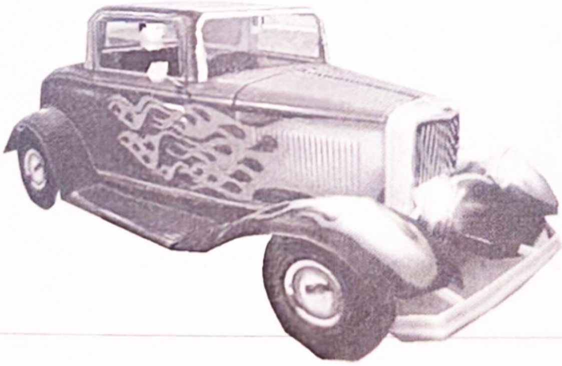
In a couple of spots, you can drive through empty warehouses along the outside of the track in case you misjudged the previous turn. Just keep the pedal to the metal and you can fly through these open structures and merge back onto the normal racetrack.

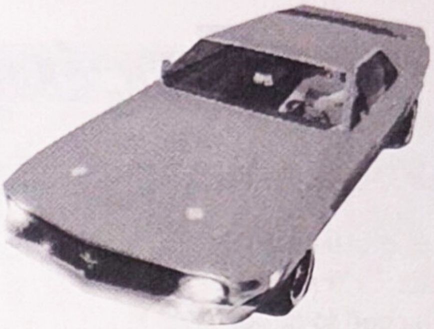


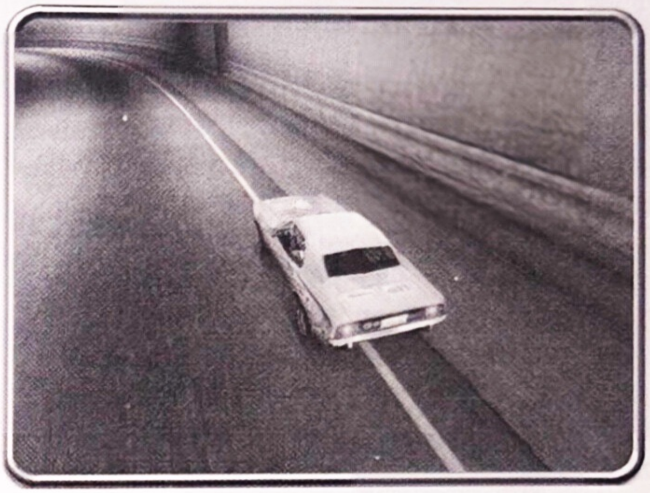
Keep the large map overlay up while you race. It helps you anticipate the upcoming twists and turns.



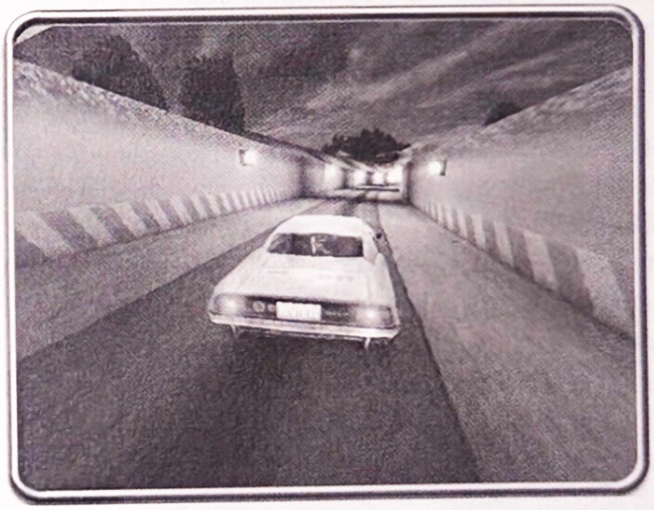
The high road is the better route because it sets you up better at the turn's exit. But don't transition from one level to the next.







Some of the turns are tight, like this sharp one at the end of the wide tunnel. Go to the outside wall and slow down. Tap the brakes to make it around the turn.



The racetrack is very narrow, making maneuvering difficult. Slow down if things get too tight. It's better to let the other racer by than to put your car into the guardrails.

Drag Racing

East Side Drag Strip and Motor City Drag Strip

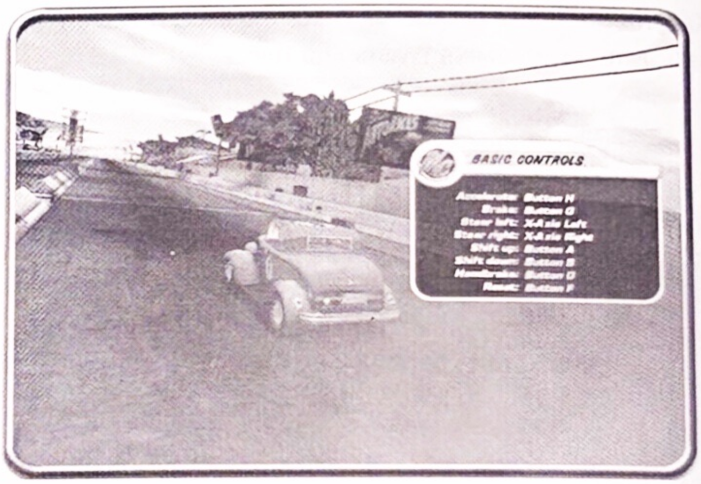
Track Length: 0.25 mile
Approximate Top Time: —
Level Needed to Race: Level 1

Motor City Online offers two drag strips: the East Side Drag Strip and the Motor City Drag Strip. Both are quarter-mile tracks. Typically, most drag racers are on one track or the other. The racing spreads out across the two tracks when one gets too crowded. You can choose Sponsored or Open Drag Races. In the Open Drag Races you can really see some extraordinary entry fees—some as high as $10,000. There are also a lot of Pink Slip Races, where the loser forfeits his or her car to the winner.

Be careful before you enter one of these races, because you have a lot on the line. Make sure both of you have a fair shot at winning the race. Use the handicapping feature or restrict the use of nitrous oxide to even the odds. After you hit the Race button, there's no going back. If you lose the race, you lose the entry fee—or your car! There's no way to get them back.

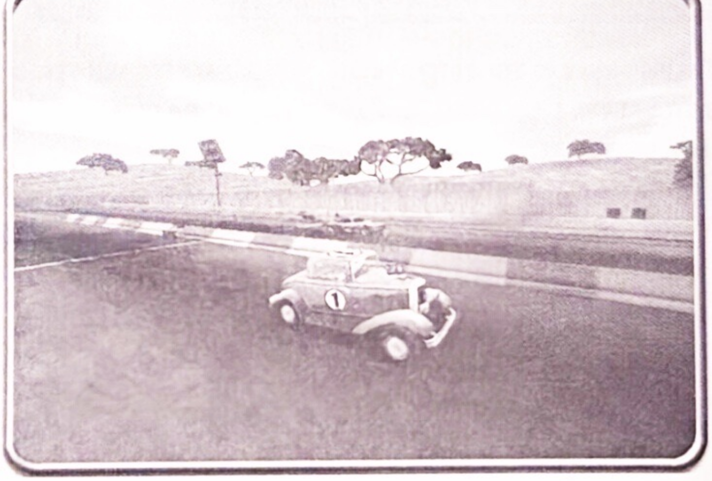
Winning at the drag strip depends on your car's acceleration curve and your reaction time. You also have to know your car. There's a small delay between when you hit the gas and when your car starts to roll across the line. Exactly how long a delay depends on how your car is set up. Hit the gas too soon, and you will cross the line before the lights go green and be disqualified. Wait too long and the other car will fly off the line ahead of you. Knowing your car's timing allows you to be going exactly as the light goes green. Try running some Drag Races with a friend for a $0 entry fee. This allows you each to get a feel for your car's reaction time without risking any money.

A manual transmission gives you control of the shift points and you can get up to speed faster. A nitrous injector or a blower greatly improves your acceleration curve. Enter a drag race where you have a nitrous injector and the other guy doesn't, and you are guaranteed the victory. That's why a lot of Drag Races have a "no-nitrous" restriction; it drastically tilts the odds.

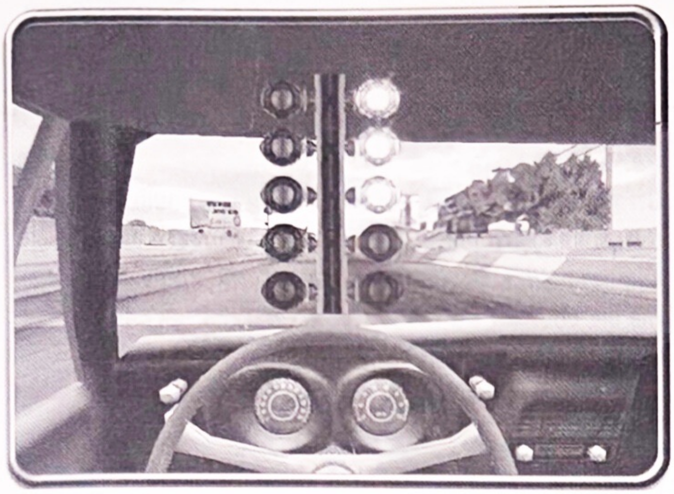


Accelerate: Button H
Brake: Button G
Steer left: X-Axis Left
Steer right: X-Axis Right
Shift up: Button A
Shift down: Button B
Handbrake: Button D
Reset: Button F

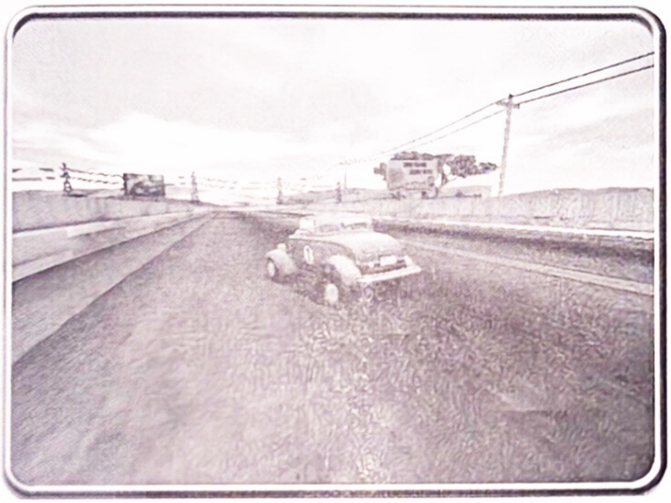
HANDICAP THE RACES WHEN YOUR CAR IS A DIFFERENT CLASS THAN YOUR OPPONENT'S.



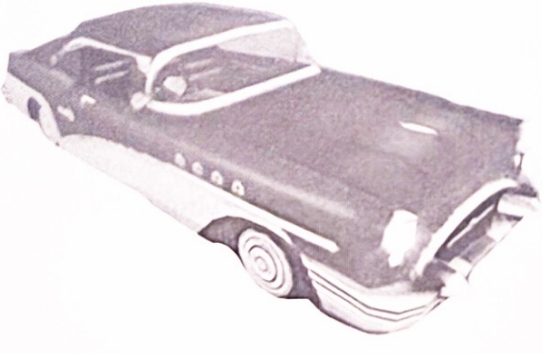
YOU NEED GREAT REFLEXES TO DO WELL AT THE DRAG STRIPS.

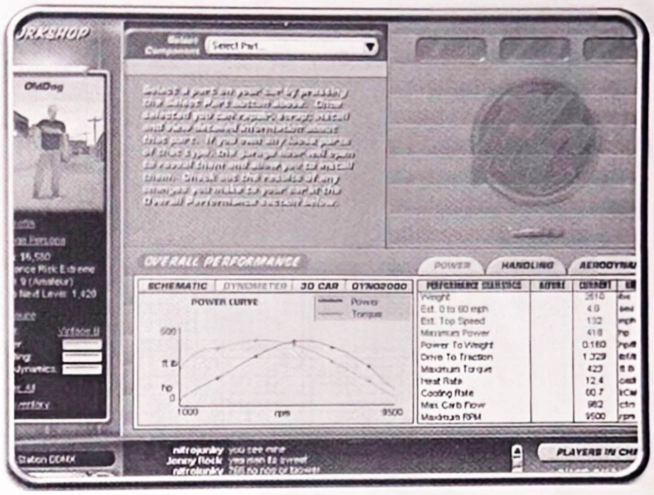


Watch your lights countdown, not the other player's. In a handicapped race, the lights cycle at different times.



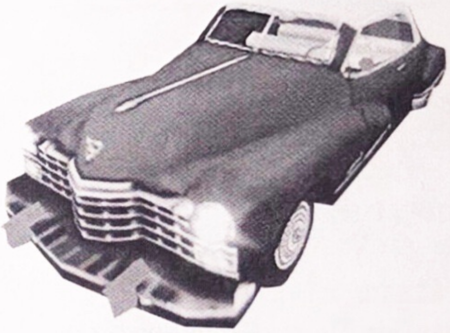
Race against a friend to practice Drag Racing. Find your car's reaction time so you'll know exactly when to hit the gas.

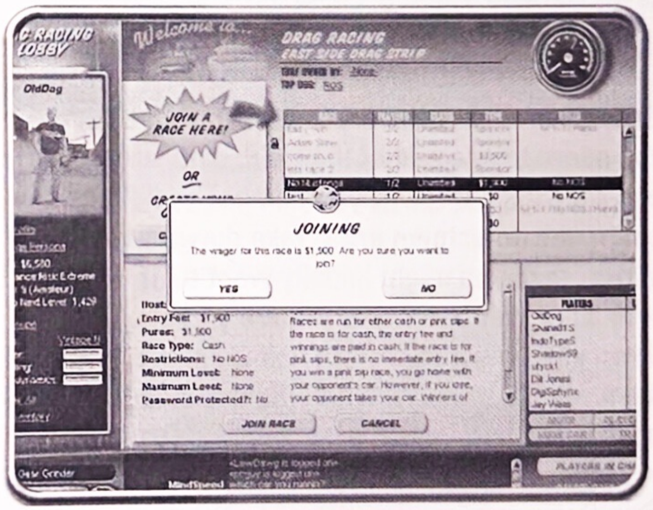



RKSHOP
Select Component
Select Part...
OldDog
OVERALL PERFORMANCE
POWER
HANDLING
AERODYNA
SCHEMATIC
DYNOMETER
3D CAR
DYNO2000
POWER CURVE
Power
Torque
ft lb
hp
1000
rpm
9500
PLAYERS IN CH

Performance Statistics	Future	Current
Weight		2610
Est. 0 to 60 mph		4.8
Est. Top Speed		132
Maximum Power		418
Power To Weight		0.160
Drive To Traction		1.329
Maximum Torque		423
Heat Rate		12.4
Cooling Rate		00.7
Max. Carb Flow		982
Maximum RPM		9500

Set your car up for Drag Racing. Top-end speed is not your concern; acceleration and 0-to-60 time matter most.




RACING LOBBY
Welcome to...
DRAG RACING
EAST SIDE DRAG STRIP
OldDog
JOIN A RACE HERE!
OR
YES
NO
PLAYERS
JOIN RACE
CANCEL
PLAYERS IN CH

JOINING

The wager for this race is $1,500. Are you sure you want to join?

Host:
Entry Fee: $1,500
Purse: $1,500
Race Type: Cash
Restrictions: No NOS
Minimum Level: None
Maximum Level: None
Password Protected?: No

Races are run for either cash or pink slips. If the race is for cash, the entry fee and winnings are paid in cash. If the race is for pink slips, there is no immediate entry fee. If you win a pink slip race, you go home with your opponent's car. However, if you lose, your opponent takes your car. Winners of

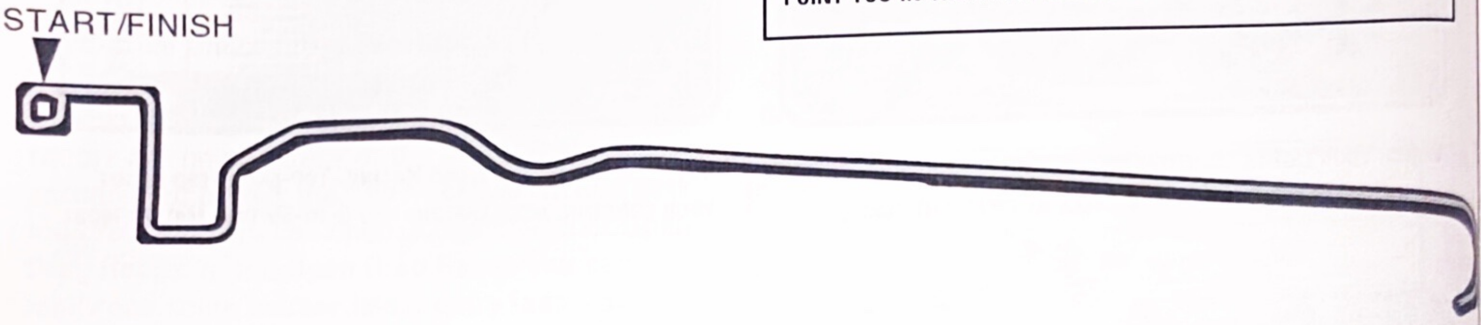
Be careful with high-stakes races. Once you hit "Race," you're committed. If it's a Pink Slip Race you could lose your car.

Street Tracks

Dead Man's Run

Note

ON THE STREET TRACKS, WATCH OUT FOR THE DOUBLE RED LINES ON THE TRACK. THESE ARE USUALLY PLACED AFTER TURN-AROUND POINTS. IF YOU CROSS THESE LINES, YOU'VE GONE TOO FAR OFF COURSE AND THE GAME WILL RESET YOUR CAR AND POINT YOU IN THE RIGHT DIRECTION.



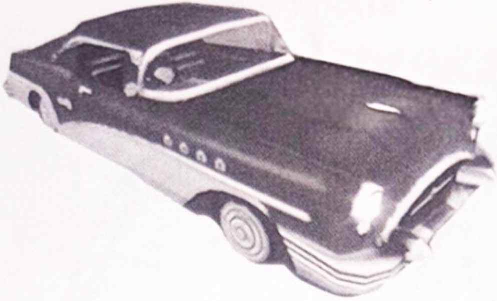
DEAD MAN'S RUN

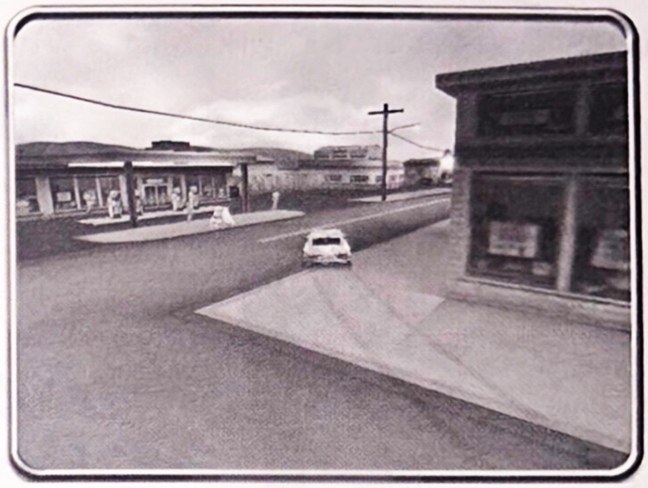
Track Length: 2.1 miles
Average Top Time: ~2 minutes
Level Needed to Race: Level 5

Dead Man's Run is a very interesting racetrack. You sprint to one end of the track, spin around, and race back the way you came. The difficult part is the downtown area. Take downtown slower than you might initially want to. It is filled with 90-degree turns that require you to slow down and power slide. The faster go, the harder the turns are to make. After you are in town, ease off the gas. If you go too fast and miss the turn, you will slide into a building or another structure. This stops your car and severely decreases your chances of qualifying in time.

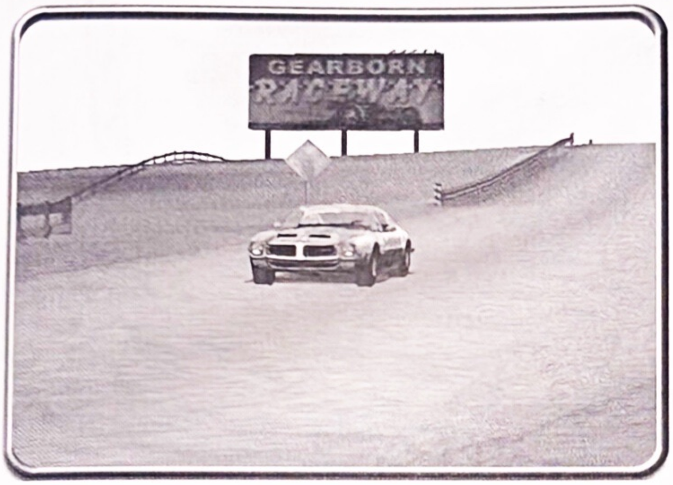
Once you are out of town and racing in the country, the track is pretty much a straightaway, but there is a turn at one end and a small switchback turn near the bridge. Make sure you stay off the gravel shoulder. If you hit the gravel, your tires lose traction and you waste a lot of engine power spinning your tires.

When you race against other drivers, be careful once you turn around. The track isn't very wide and the other drivers are coming straight at you! Don't bump into the other drivers when you spin around, because you'll spin completely out.

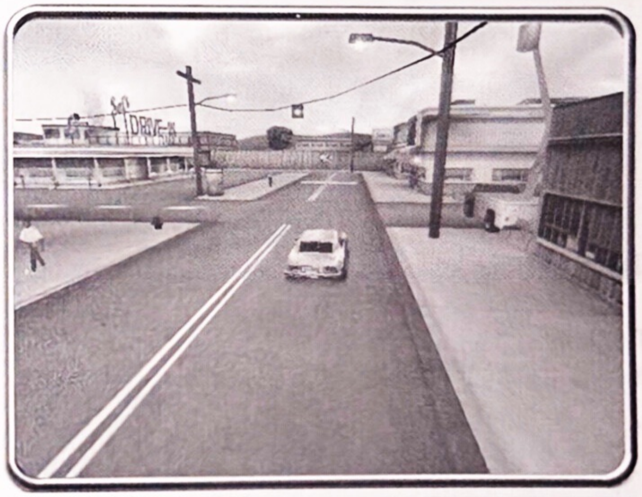




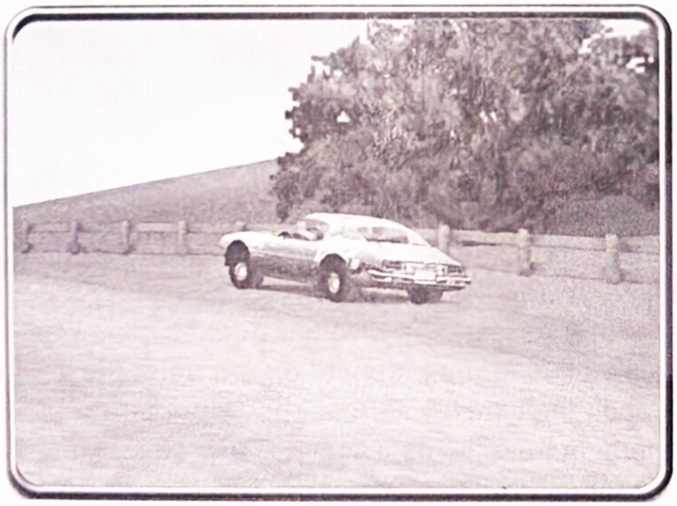
In town, slow down more than you would think. If you blow one of the turns, you'll hit a building and damage your car. You must power slide around most of the turns.



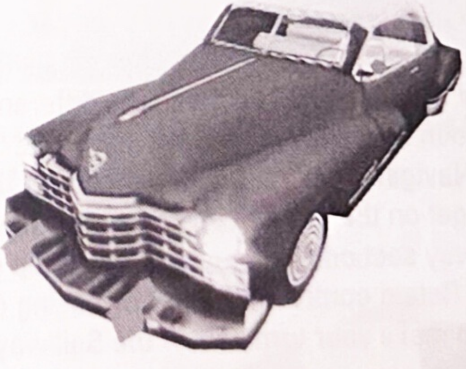
Once you are out of town, the racetrack is pretty straight. Stand on the gas and watch out for farm animals.



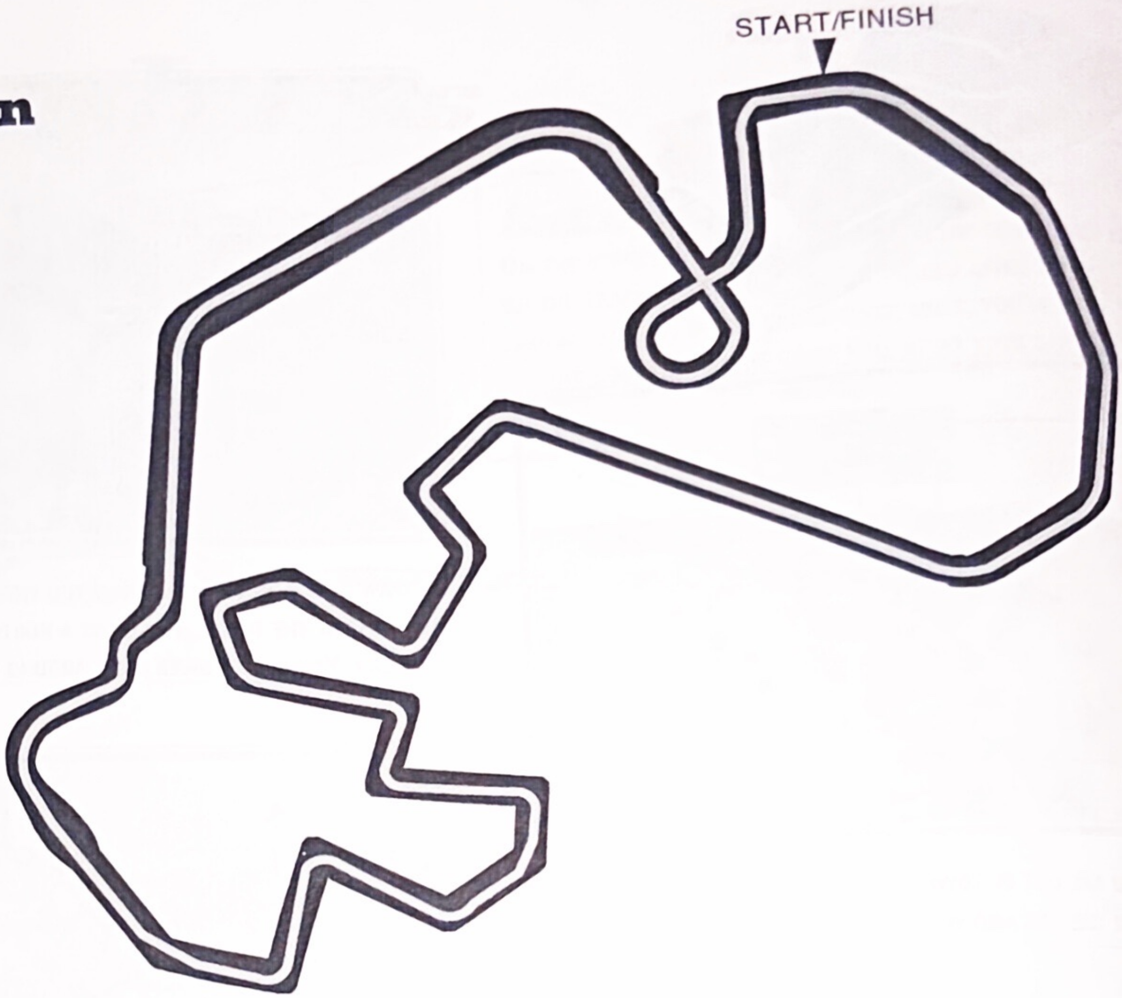
When you reach the turn-around spot, either circle the drive in to get oriented or just pull the emergency brake and spin around.



Out in the country, avoid the gravel shoulders or you will lose traction.



Gas Town



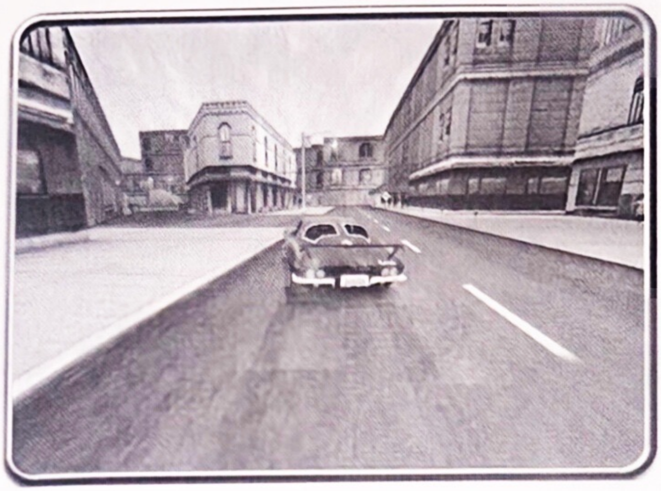
Gas Town

Track Length: 4.5 miles
Approximate Top Time: ~4 minutes, 47 seconds
Level Needed to Race: Level 15

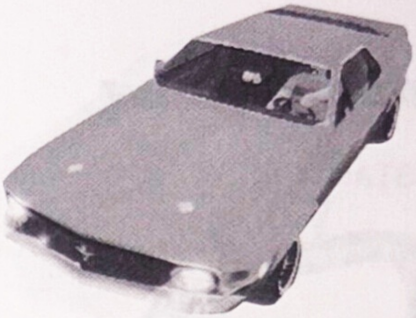
Like Skoggit County Road, Gas Town is a combination track, made up of the Spillway, the Red Light District, and Thunderbird Alley. Master the individual tracks before tackling this course. Look for the network of alleyways as you race through town. Darting through these shortcuts shaves off a few seconds and can mean the difference between finishing last and finishing first.

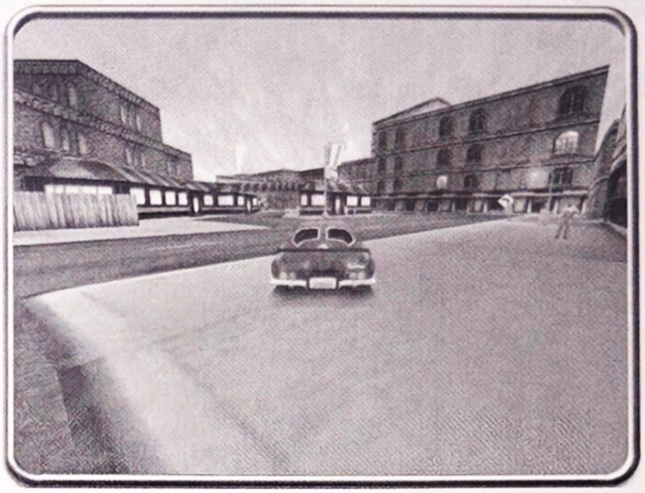
Navigate the first few turns outside the city, then get on the gas as you enter the wide Spillway section. You can get a good top speed here. Retain control of the car by easing off the gas to make your turns. After the Spillway, get ready for a long series of 90-degree square turns. This section is really tricky. Practice holding the line through these turns. Car setup is important. Glide around the turns with your foot off the gas rather than slamming on the brakes and sliding around the corners. Avoid braking to maintain a higher average speed.

After passing the Chicken Bucket, keep your eyes peeled for an iron gate on the right. Blast through the gate for a great shortcut. Upon emerging from the passageway, turn right and look for another gated passageway to your left. Make a sharp left as you come out of this second passageway and navigate a few more 90-degree corners when entering the Red Light District. Then keep the pedal pinned to the floor and hit some high top speeds.

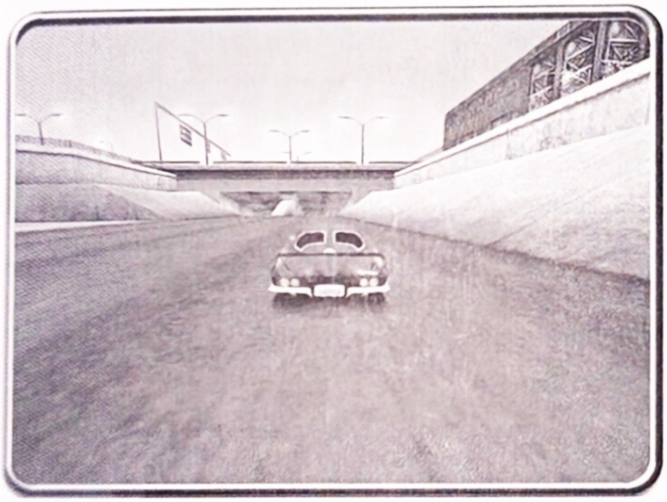


Gas Town is filled with shortcuts. As you move through town, look for alleyways to shave a few seconds off your time.

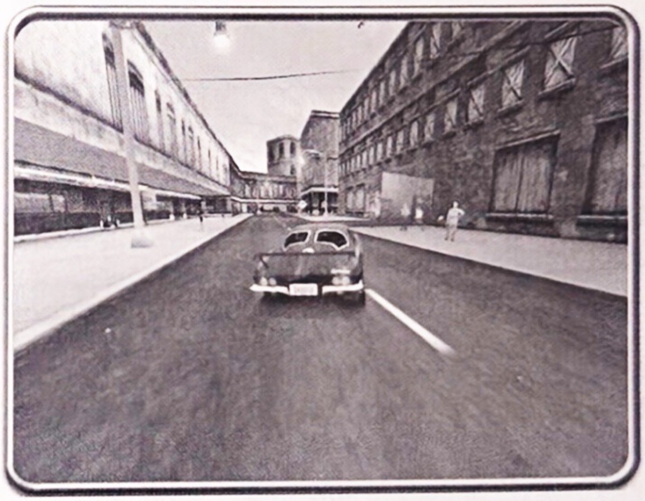




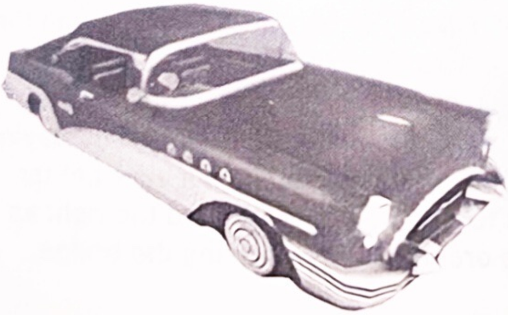
Once you reach the Chicken Bucket here ...



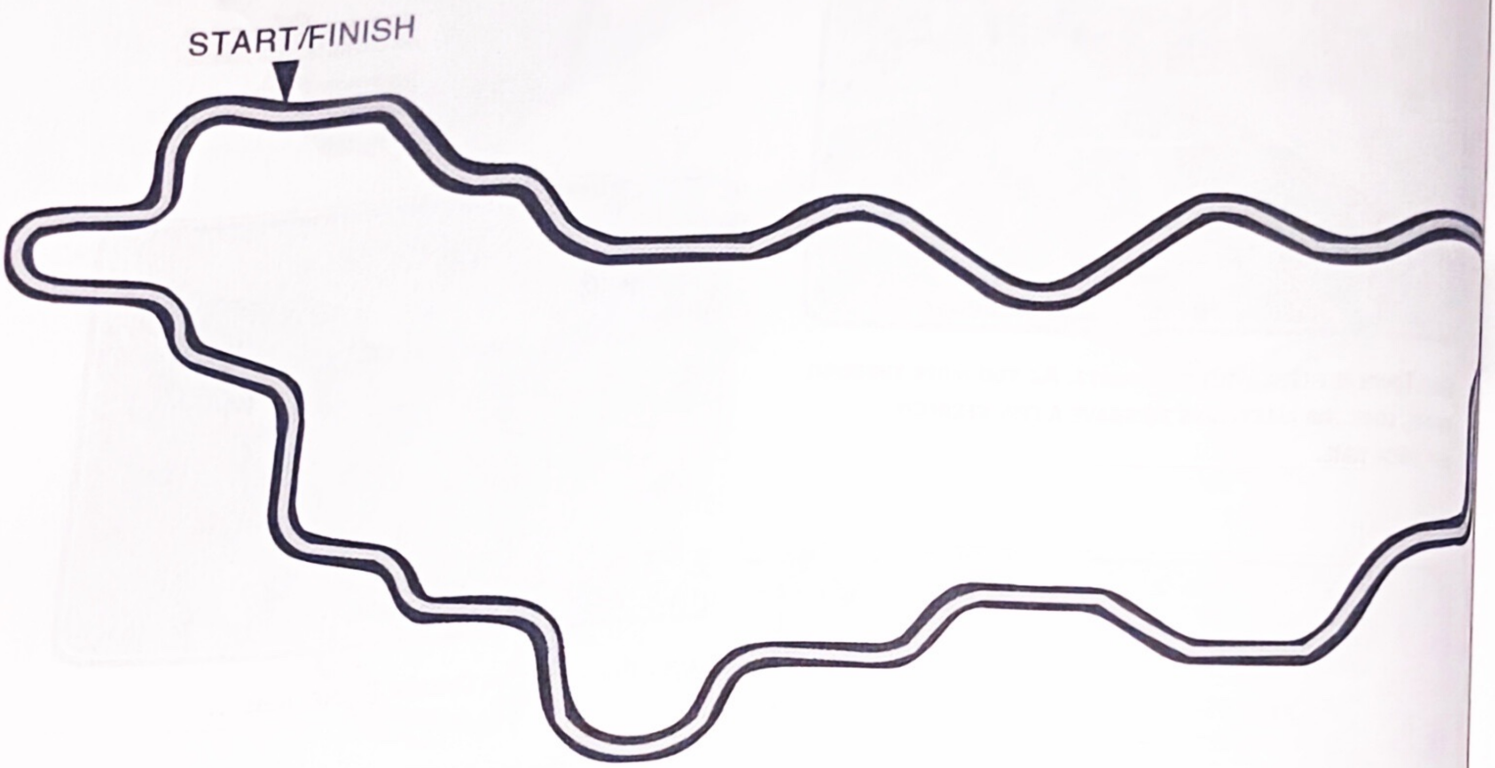
The Spillway section allows some awesome top speeds. Let off the gas to negotiate the turns.



... look for an iron gate on the right. Blast through it to race along another shortcut.



Hazard Hollow



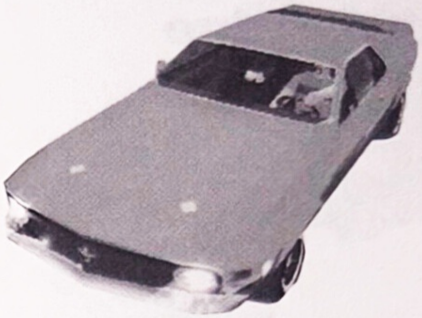
Hazard Hollow

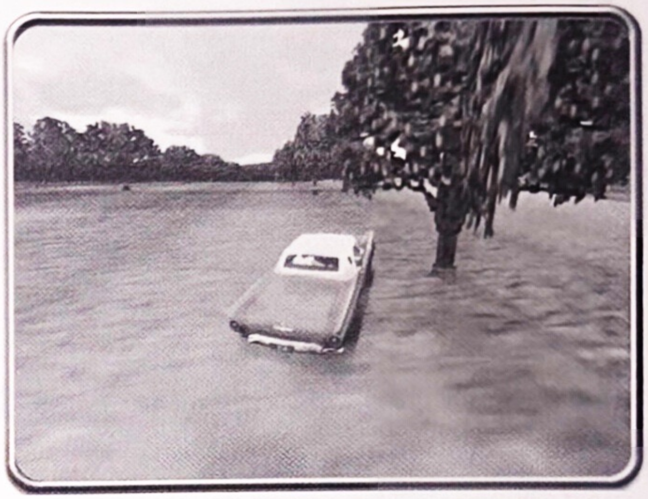
Track Length: 4.1 miles
Approximate Top Time: —
Level Needed to Race: Level 15

Hazard Hollow is a lot like Skoggit County. However, you can run this course at much higher speeds. You must be at the top of your game to set a good time on this new track (added in February). When setting up your car, strike a balance between acceleration and top-end speed. You need good handling to navigate through tight spaces and dodge through the trees. Make sure you have wide tires that can handle this all-dirt track.

Hidden turns and sudden undulations make for quick decision making and call for very controlled driving. Lose it on this course and your car will be in for a world of hurt. As you approach the first bridge, stay a bit to the left or you might clip the railing, which will stop you cold. There are many ways through the apple orchard, but staying safe and driving the center-line is a sure bet for turning in a fast time. Stay slightly to the right as you exit the orchard or risk missing the bridge.

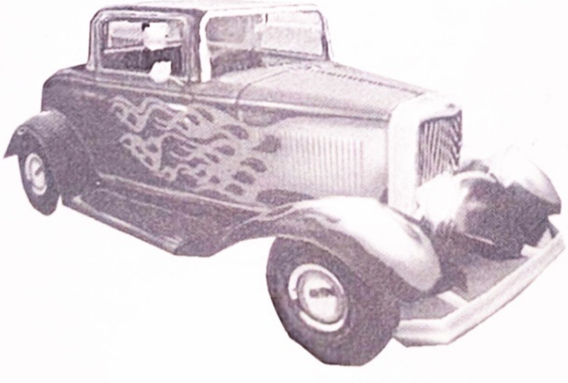
Wide tires help in the turns.

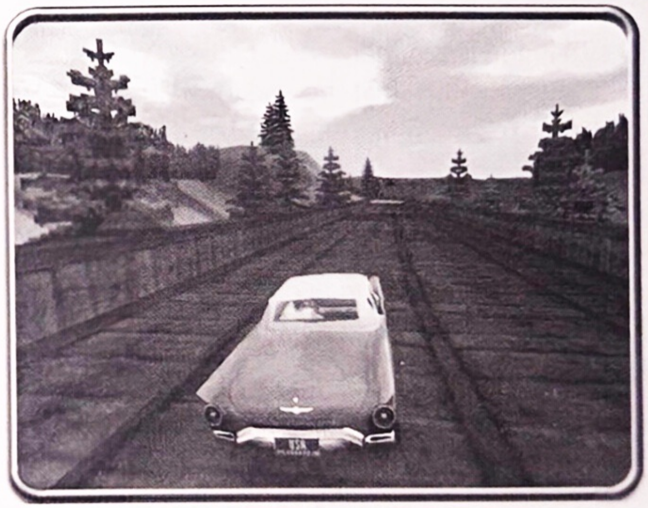




You must navigate some tight spaces.

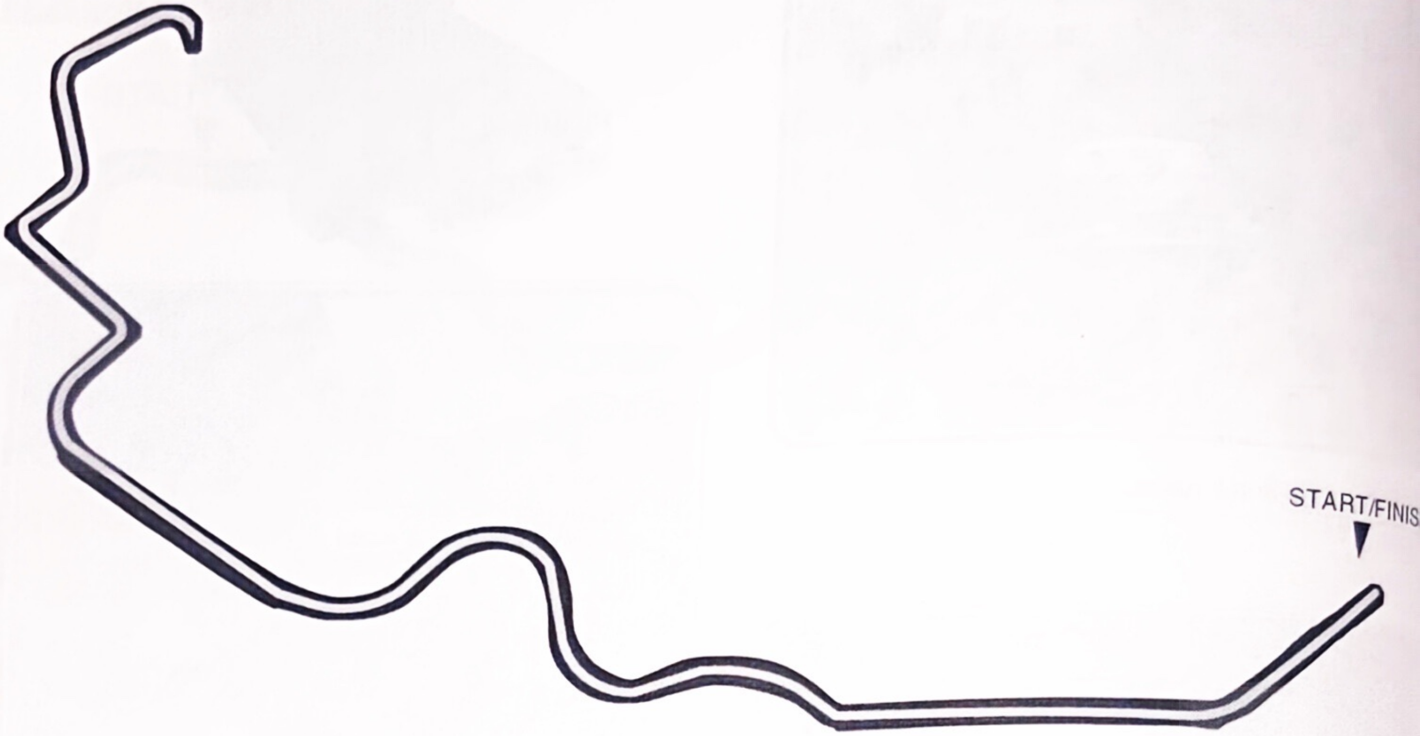
Dodge the trees as you race through the orchard.





As you approach the first bridge, stay to the left.

Hickey's Ridge



HICKEY'S RIDGE

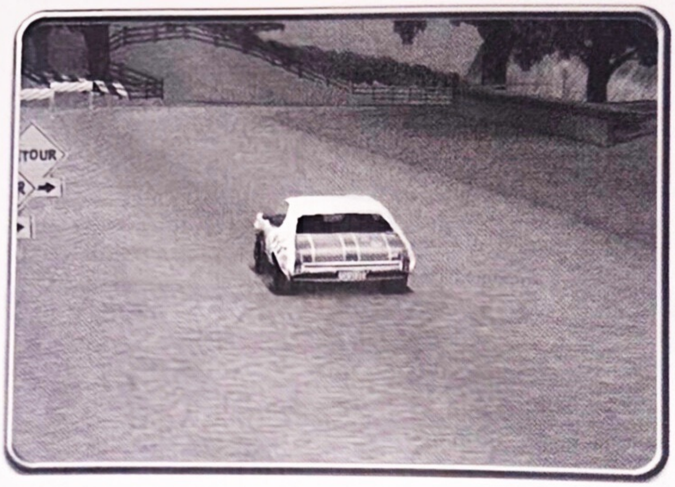
Track Length: 1.8 miles
Average Top Time: ~1 minute, 50 seconds
Level Needed to Race: Level 5

Hickey's Ridge is another street course where you do a complete 180 at the end of the track and then race back the other way. Hickey's Ridge is a little shorter than Dead Man's Run, but it's definitely trickier. The qualifying time on the track for the Open Trials is nearly 3 minutes, but the best times seem to be clocking in around the 1 minute, 50 second mark. You need a lot of practice to set these kinds of times, but racing on Hickey's Ridge has great rewards. The track difficulty means that you win more points for qualifying in the Open Trials as compared to racing at tracks such as the Gearborn Tri-Oval.

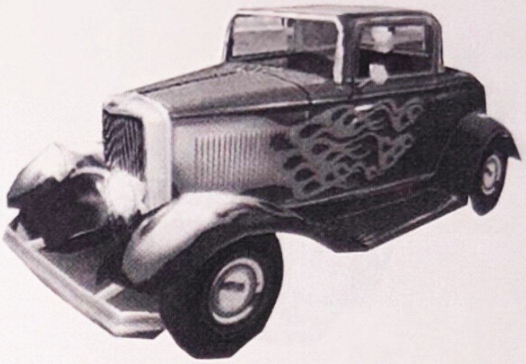
When you race through town, look for shortcuts. You don't have to make the crazy 90-degree turns through town like you did on Dead Man's Run. Take a run at slow speeds to spot the two alleyways that making running in town a lot easier. You still have to negotiate some of the turns though, so be prepared to slow down or power slide.

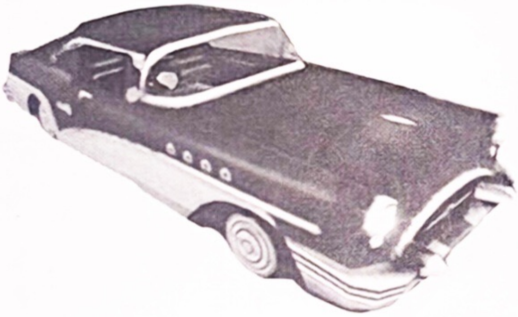
Tip

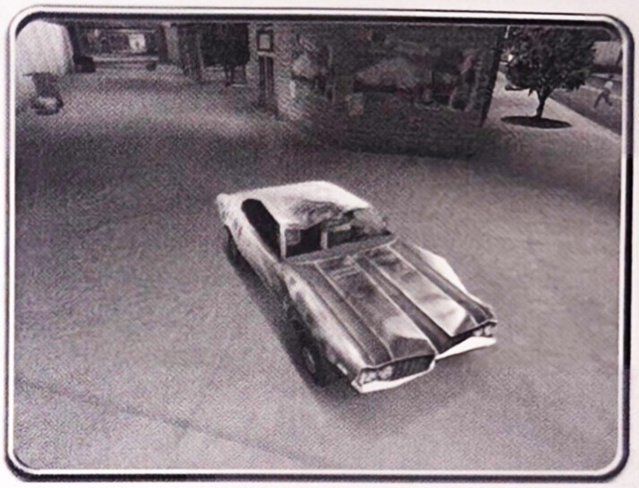
IF YOUR CONTROLLER HAS FORCE FEEDBACK, YOU MAY FIND THAT IN THE GRAVEL SECTIONS OF HICKEY'S RIDGE, THE FORCE FEEDBACK IS A LITTLE MUCH. THE CONSTANT SHAKING IS DIFFICULT TO HANDLE. TURN THE FORCE OPTION OFF WHEN RACING ON THIS TRACK.



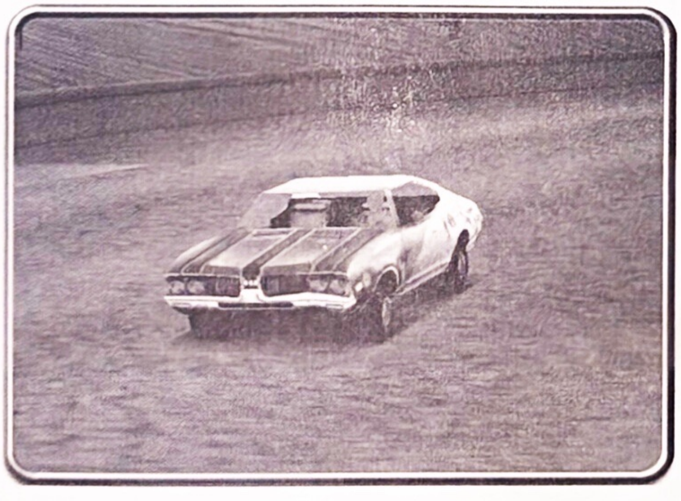
HICKEY'S RIDGE IS SHORTER THAN DEAD MAN'S RUN BUT DEFINITELY TRICKIER.



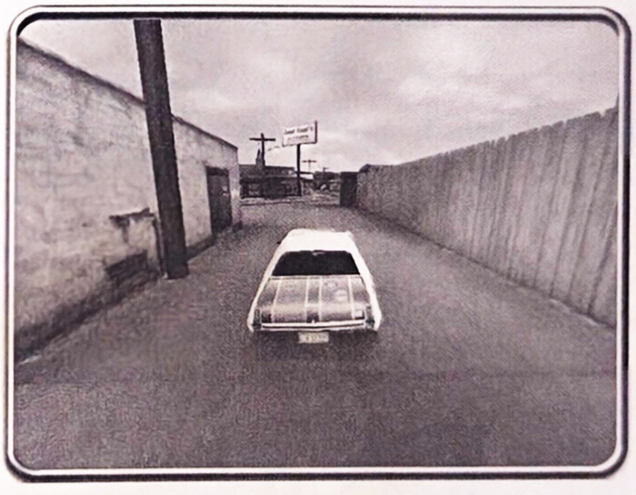




LOOK FOR THIS ALLEYWAY WHEN YOU GET INTO TOWN. TAKING IT HELPS YOU AVOID A TIGHT 90-DEGREE TURN.

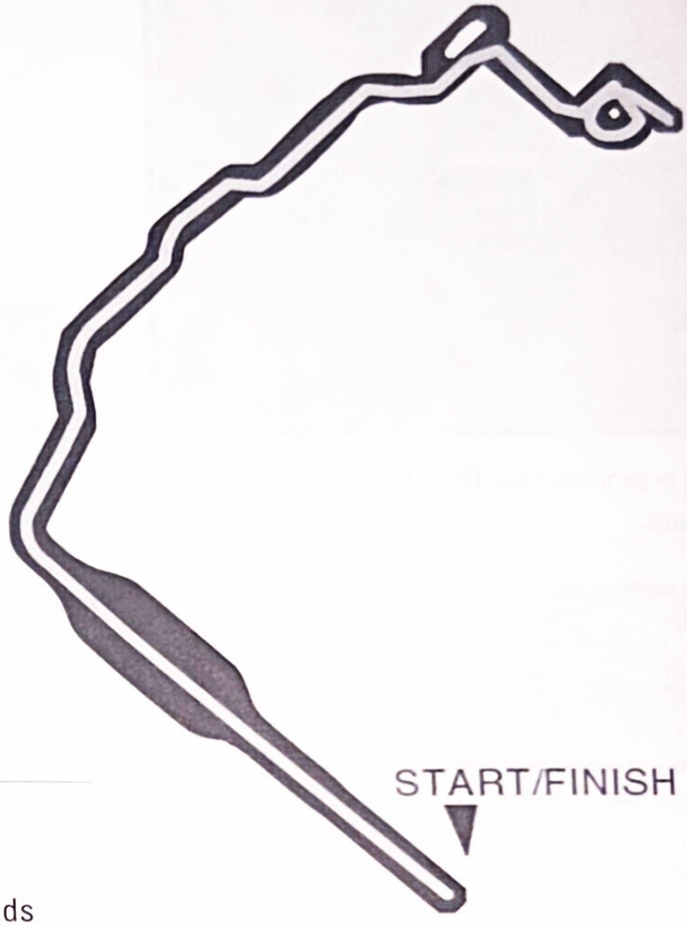


RACING ON THE GRAVEL SECTIONS CAN BE DIFFICULT WITH THE FORCE FEEDBACK OPTION ON. TRY TURNING THE OPTION OFF TEMPORARILY.



TAKE THIS ALLEYWAY TOO. GRABBING THESE SHORTCUTS IS MUCH EASIER THAN POWER SLIDING AROUND THE TURNS.

Metro Garage

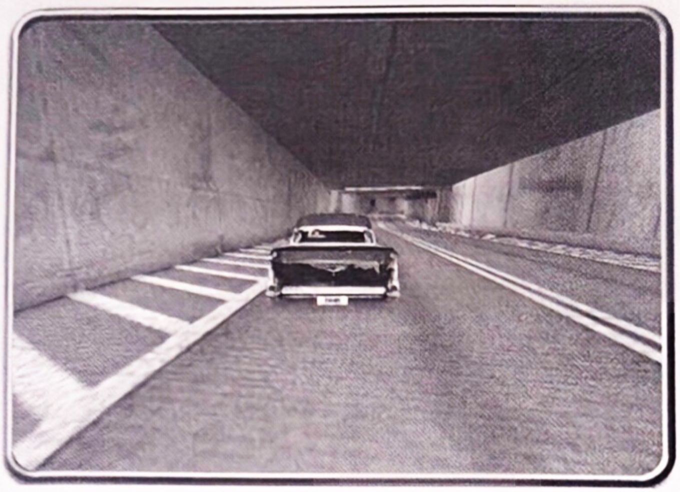


METRO GARAGE

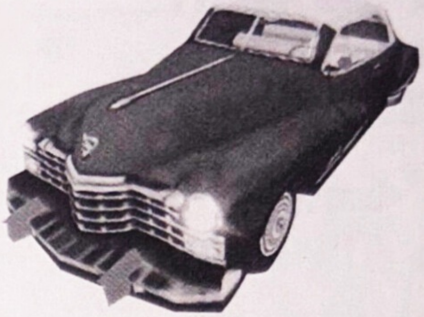
Track Length: 1.6 miles
Approximate Top Time: ~1 minute, 43 seconds
Level Needed to Race: Level 20

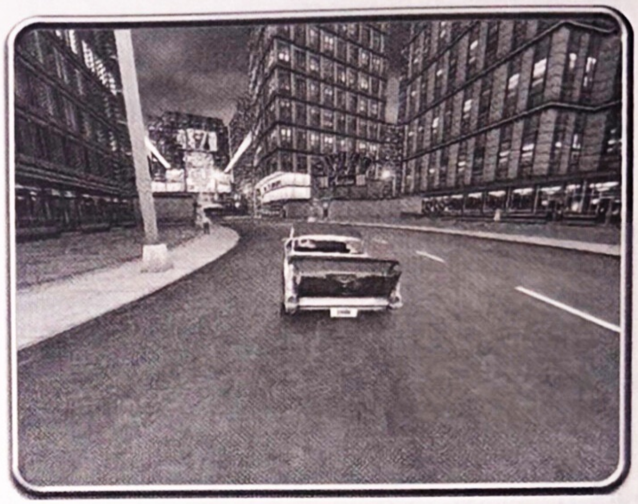
The garage itself is difficult to navigate as you spiral down to main street. Slow down to get around the hairpin turns. Use the walls to your advantage. Bouncing off the outer edge points you in the right direction while still maintaining a bit of velocity.

After emerging from the garage, you need quick reflexes to dodge the lampposts to get that optimal line through the city section. At the Nitro Movie Theatre, you must navigate a tough left turn. A lamppost at the start of this turn interferes with your racing line. Stay slightly to the right and power slide through this turn, then accelerate for the final segment of track. To take the jump at the end, stay to the right when the road divides.

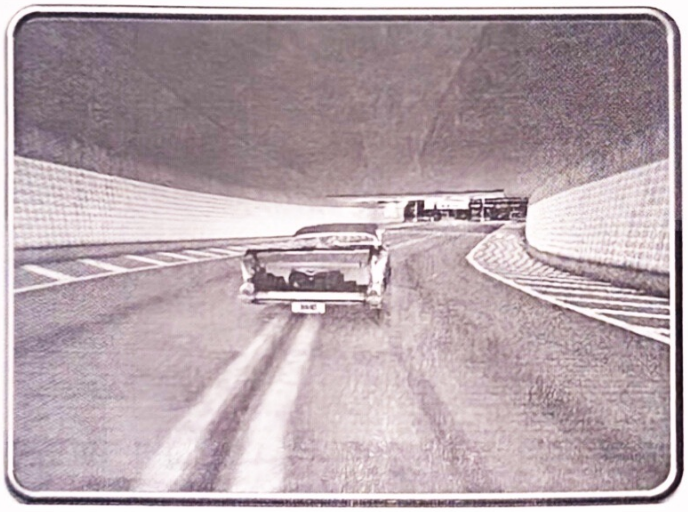


Watch your speed as you spiral down the ramps. Use the walls to your advantage.

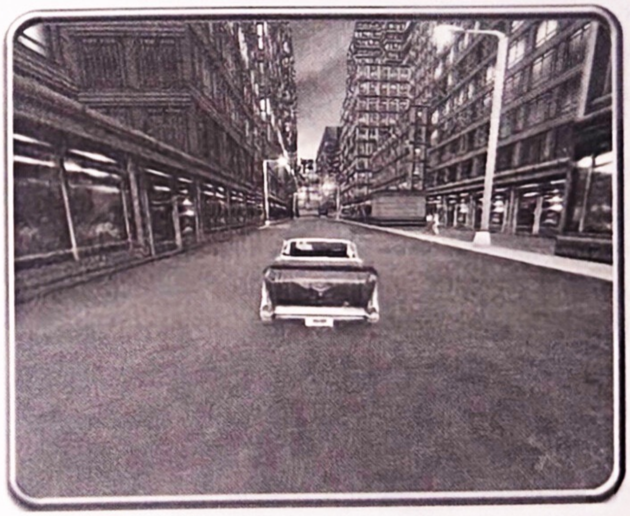




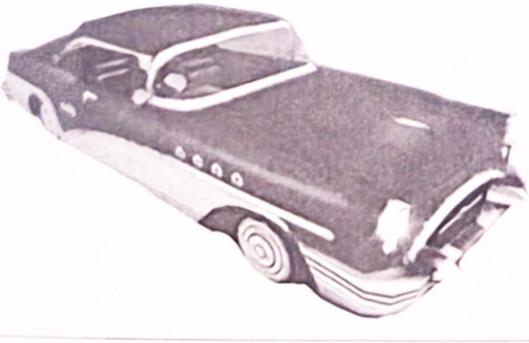
Watch out when you get to the Nitro Movie Theatre. There's a hard left turn approaching.



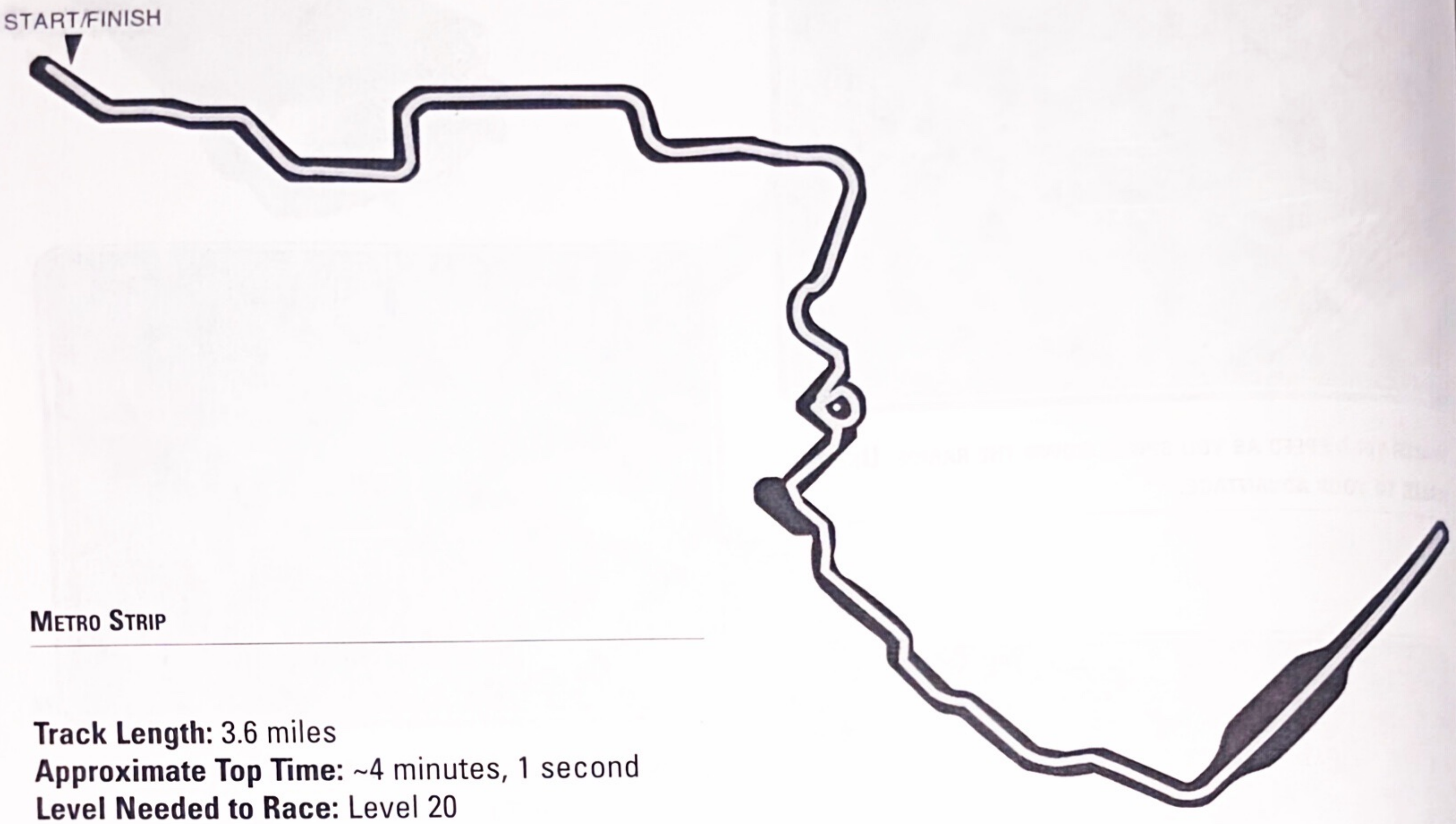
After you exit the garage, watch out for the lamppost.



Hit the gas and speed down the final segment.



Metro Strip



METRO STRIP

Track Length: 3.6 miles
Approximate Top Time: ~4 minutes, 1 second
Level Needed to Race: Level 20

To master the Metro Strip, you need quick reflexes and a car with good acceleration. You won't need an extreme top speed. This long, meandering boulevard is littered with obstacles. Take on this track with a beater car and at really slow speeds. This helps you recognize the landmarks and learn how to get around the corners. If you don't slow down around the many turns, you'll end up wrapped around a street lamp. This track definitely tests your car's durability.

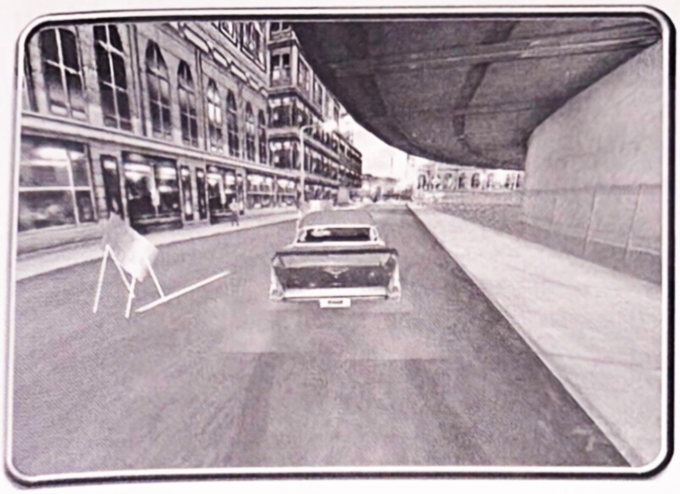
If you take the safe route, you can achieve a decent time without too much risk. If you take the shortcuts with caution and good driving skills, you can contend for a top-10 time. This track calls for many changes in directions and plenty of choices. But you don't have time to be indecisive. Know your route.

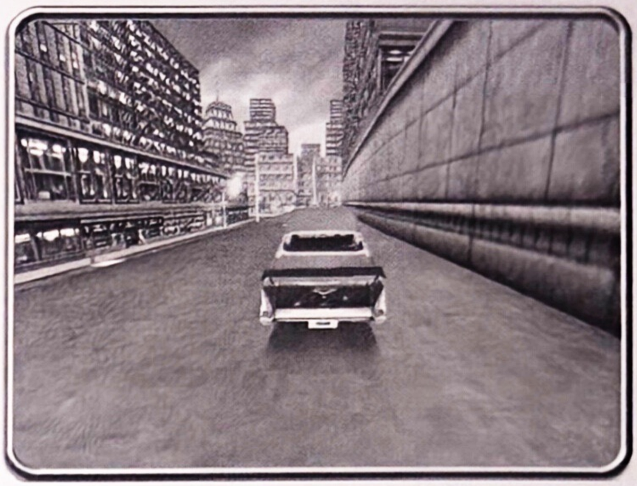
Getting air isn't the best idea—taking the jumps may incur some repair costs.

This is by far the most action-packed track in *Motor City Online*. As you approach the mall, stick to the left side of the road and avoid the lampposts that line the center island. Just before you reach the ramp, make sure your car is completely straight, then tap the brakes a few times. Don't accelerate into the mall or you may lose control inside and catch one of the many edges that will stop you dead.

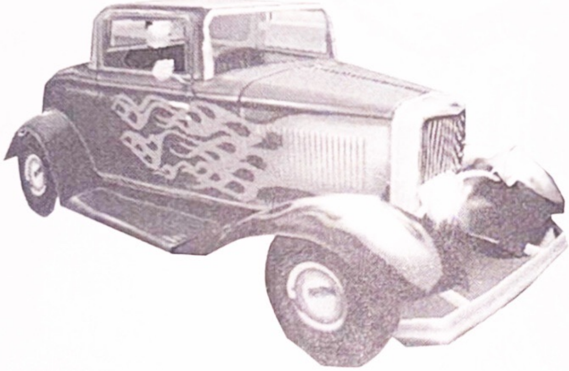
Caution

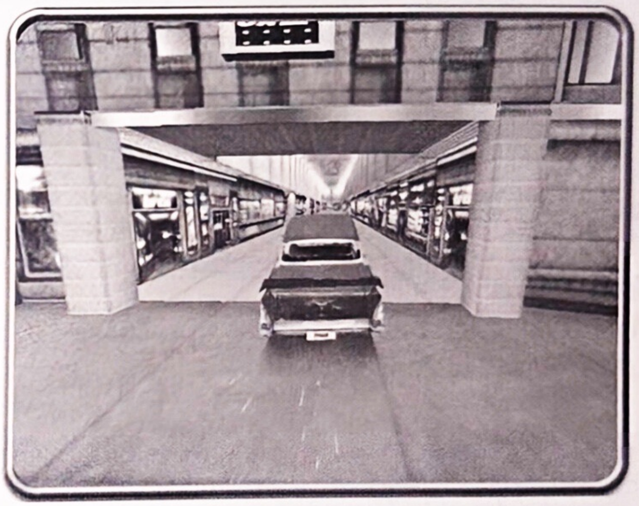
THIS SHORTCUT IS A CALCULATED RISK THAT EITHER PAYS OFF BIG OR LEADS TO DISASTER. RACER BEWARE!



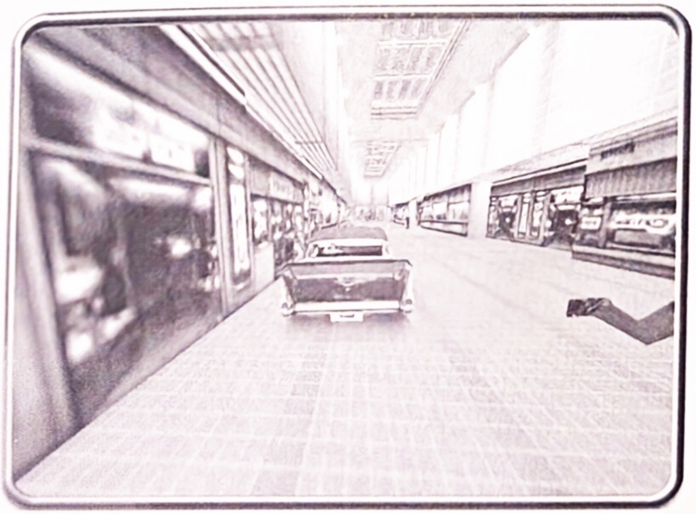


Watch out! Metro Strip is littered with obstacles.

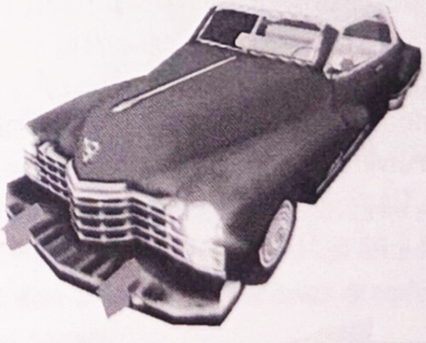




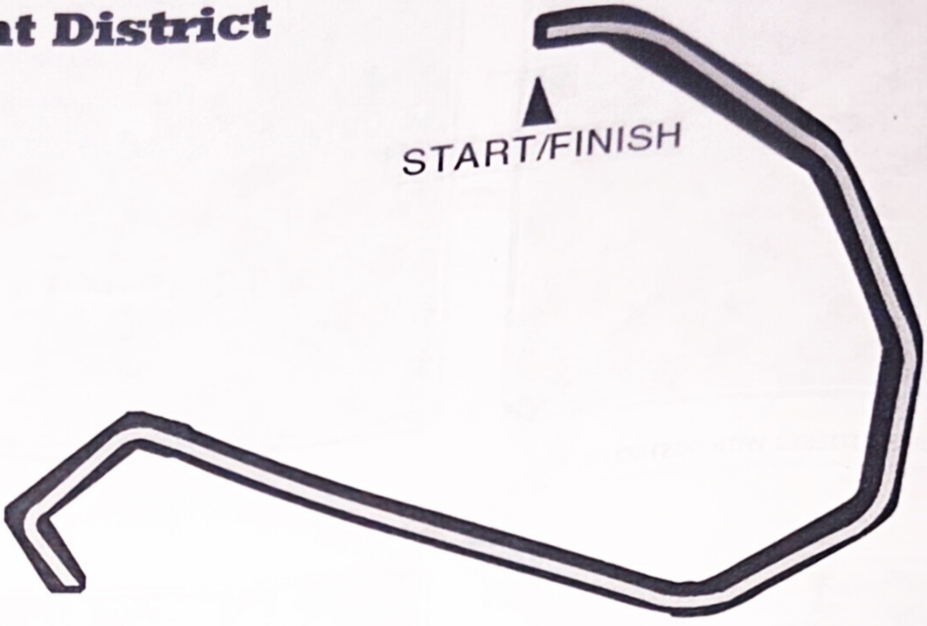
Don't accelerate into this mall, because if you catch an edge, it will stop you cold.



Watch for shortcuts like this one.



Red Light District

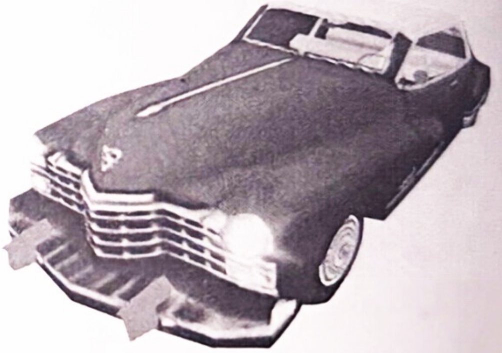


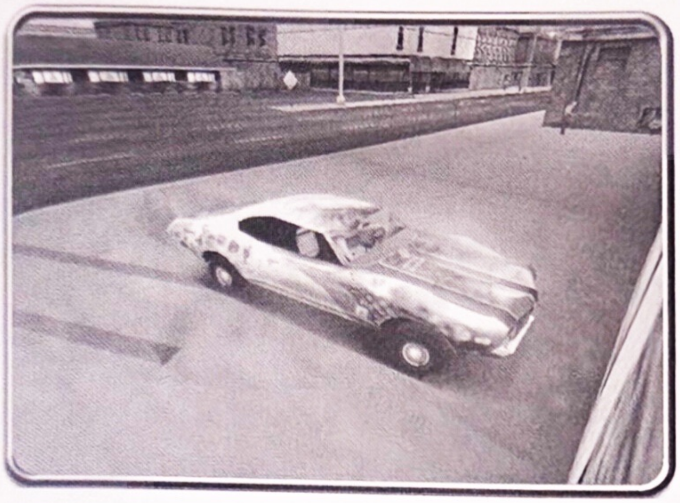
RED LIGHT DISTRICT

Track Length: 1.3 miles
Approximate Top Time: ~1 minute, 15 seconds
Level Needed to Race: Level 10

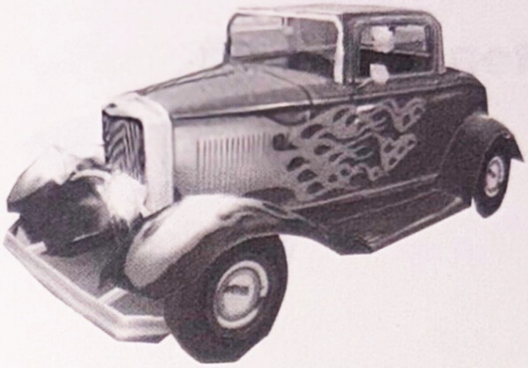
The Red Light District is a short racetrack through the seedier section of Motor City. It takes a skilled driver to negotiate the narrow streets. Learn how to slide around the turns just right to make a qualifying time, which yields great rewards. Find the groove in the Red Light District and you can earn a lot of points. Make sure you are running a clean race, because with the narrow track, the opportunities for damaging your car increase.

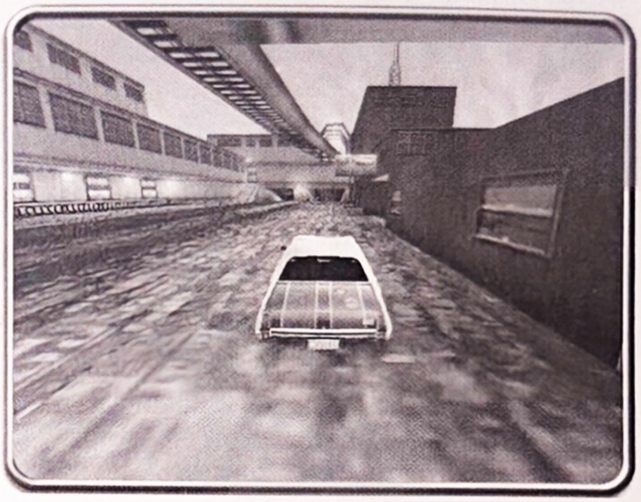
When you reach the section underneath the elevated tracks, be very careful. The course once again divides, and you race in a very narrow track. Getting stuck behind another driver here is really a pain. There isn't any good spot to pass.



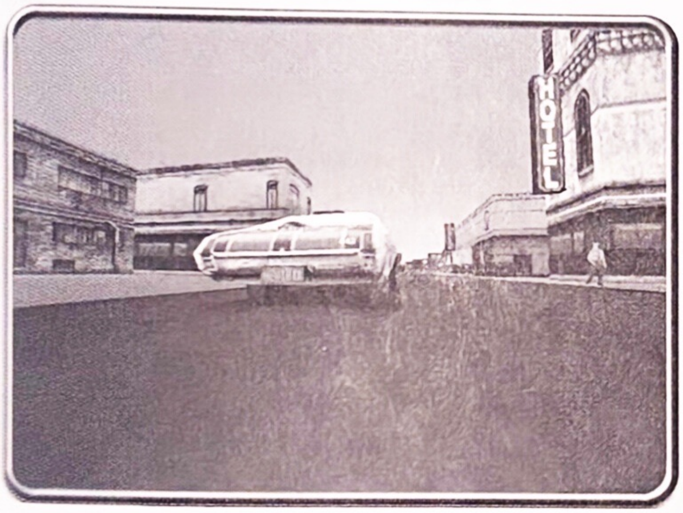


The Red Light District racecourse is filled with 90-degree turns. Practice your power slides so you don't hit the wall and damage your car.

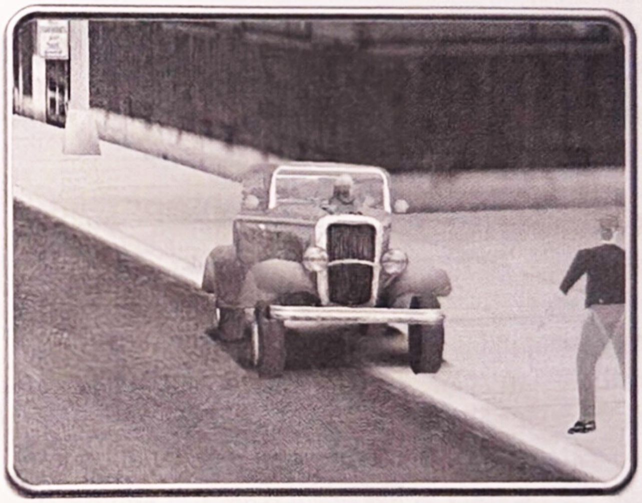




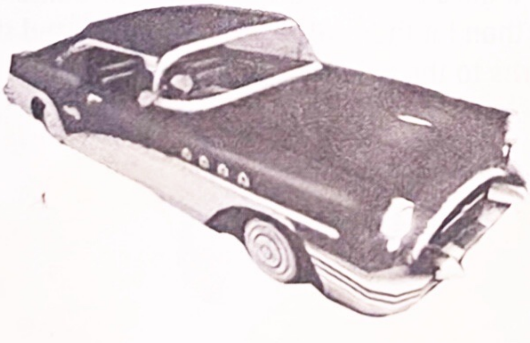
Underneath the elevated train tracks, the track narrows as it splits up. Be careful of the dividers.



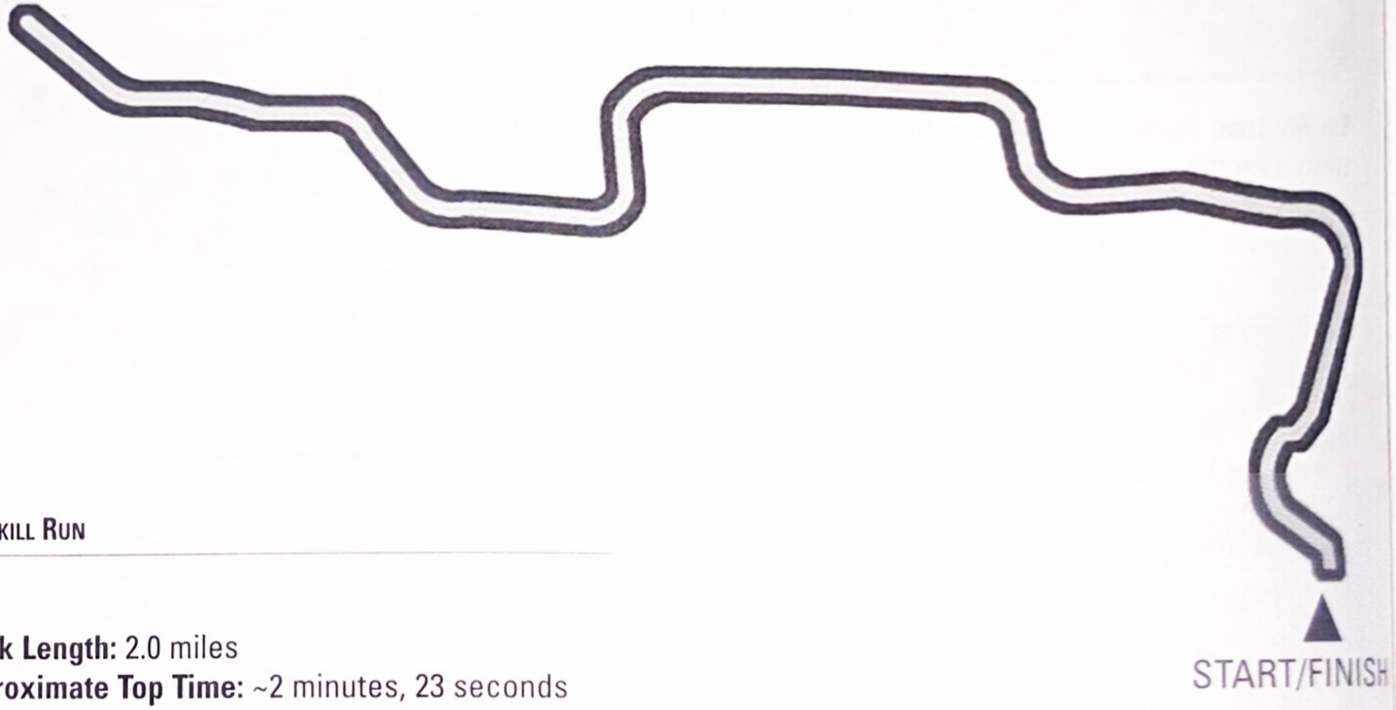
Watch out for the pedestrians—they are everywhere!



One of the Open Trials is a Vintage race, so race an older car to compete for this prize. Set a time in the 1:20s to get a lot of points. Keep the car out of the walls or you'll be repairing all the damage.



Roadkill Run

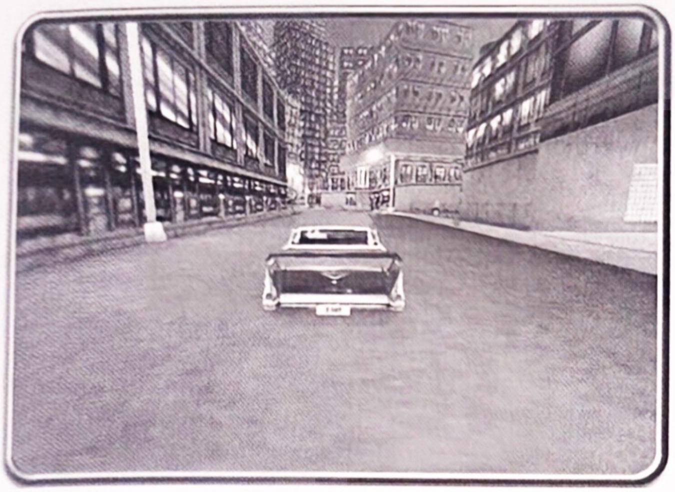


Roadkill Run

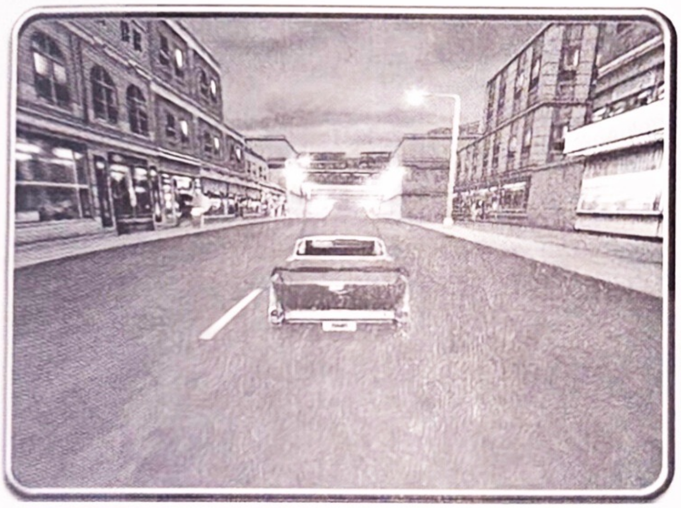
Track Length: 2.0 miles
Approximate Top Time: ~2 minutes, 23 seconds
Level Needed to Race: Level 20

Roadkill Run is more about controlled driving than top speed. Stay below 90 miles per hour on the first section or you might smack one of the many lampposts. Hit one and your race time will balloon—and your car will be spending time in the body shop.

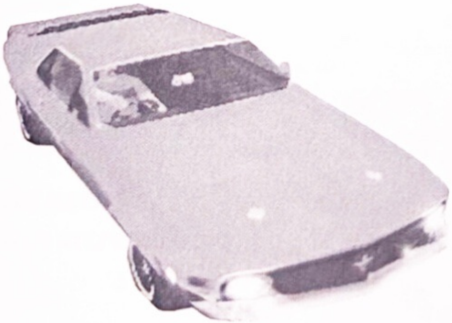
After you hit the straight sections, get on the gas, but be wary of the slight dips. You catch a bit of air as you fly over the hills. Pass the subway on your left, then set up for a tough left turn into the tunnel. Bouncing off the right side wall here lets you maintain a higher speed at the expense of some paint. Stay to the left and set up for the next right, followed by a hard left that sends you up the ramp to the garage. Accelerate until you come to the turns, then hit the brakes and slide around the hairpin turns to the turnaround point.

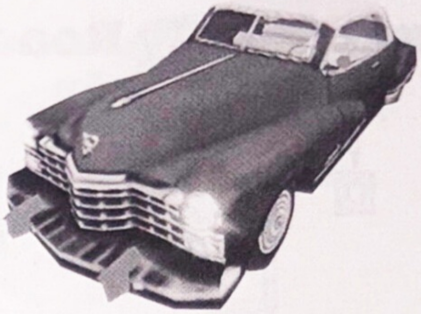


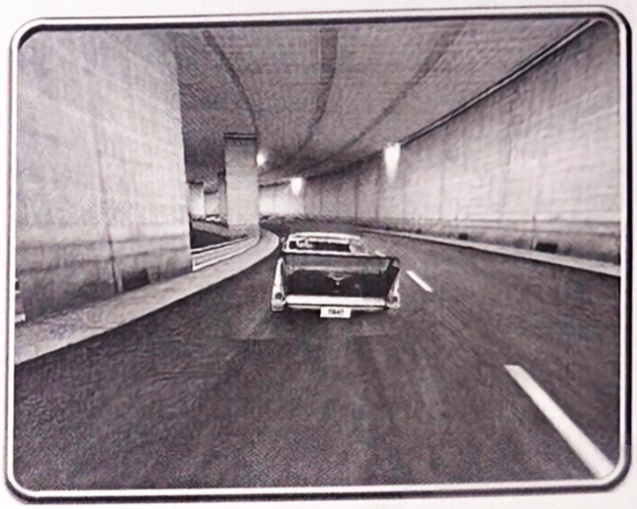
Watch out for the lampposts scattered throughout the racecourse.



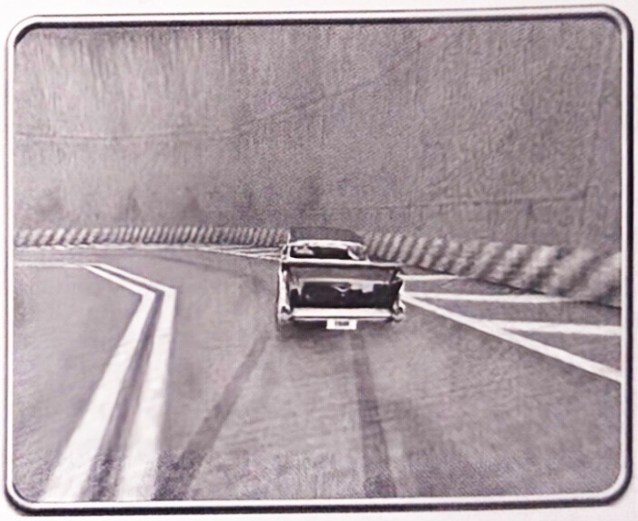
Stand on the gas pedal on the straightaways to really get moving. Watch out for the dips!





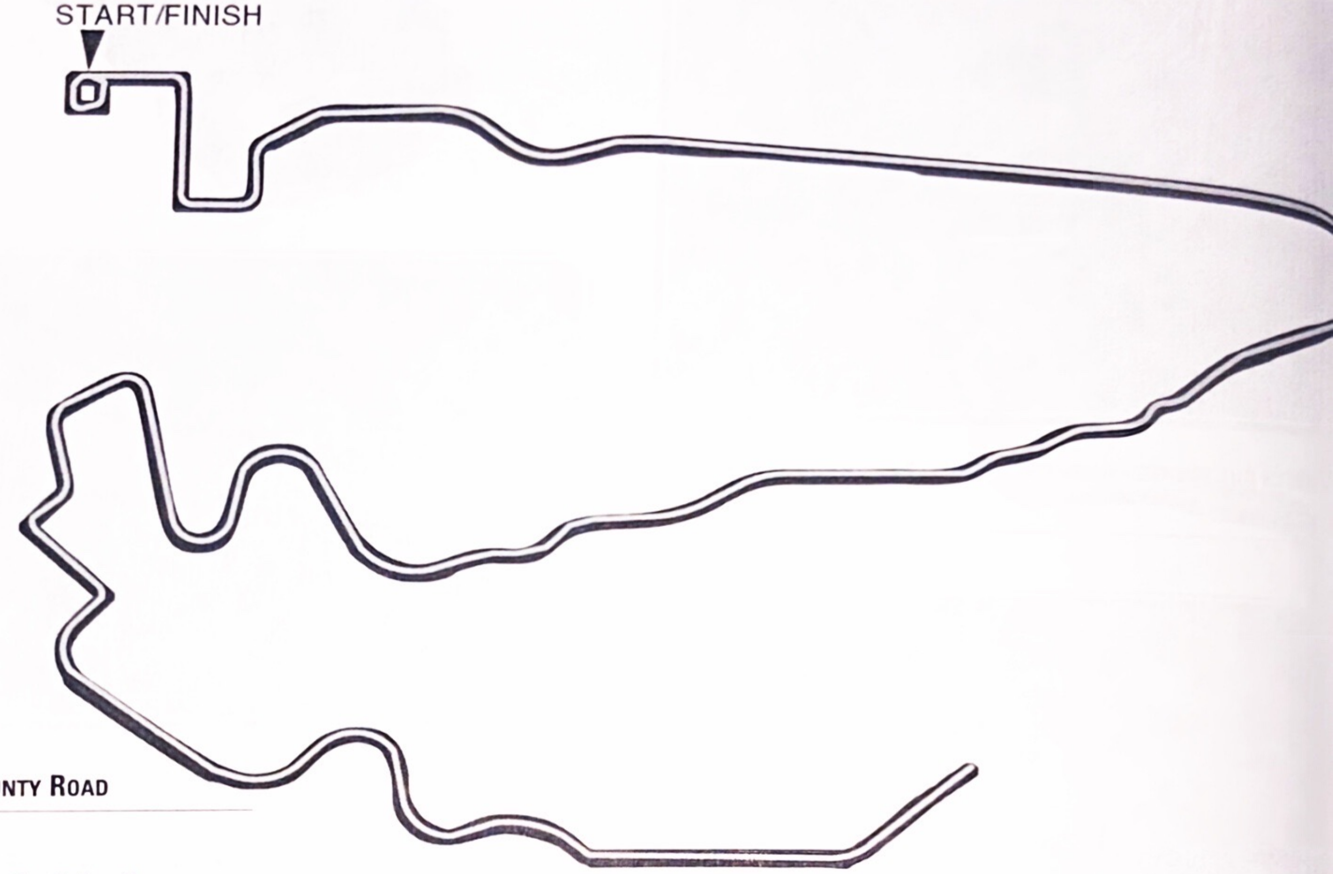


Bounce off the right side wall in the tunnel.



Accelerate until you reach the hairpin turns.

Skoggit County Road

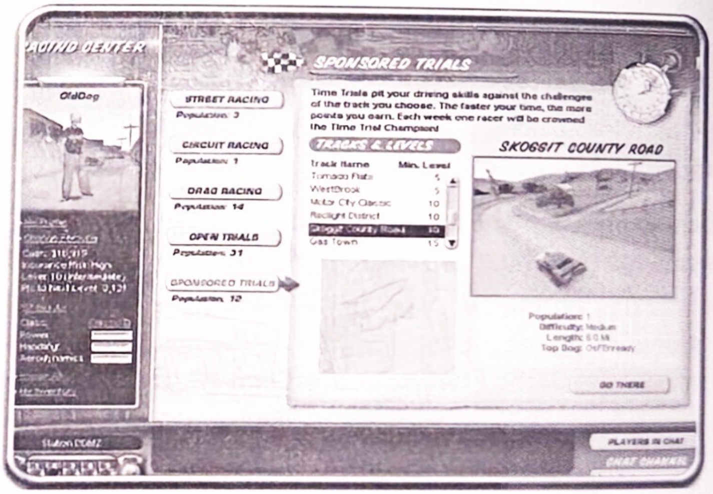

START/FINISH

Skoggit County Road

Track Length: 6.0 miles
Approximate Top Time: ~6 minutes, 40 seconds
Level Needed to Race: Level 10

Skoggit County Road is an amalgamation of three of the previous racetracks. Dead Man's Run, Tornado Flats, and Hickey's Ridge have been connected to make one really long racetrack. If you haven't mastered these three individually, don't even try to tackle this monster.

Each track segment is different, so setting up your car takes a lot of practice and patience. As we know, Dead Man's Run is mostly pavement, Tornado Flats is primarily a dirt road, while Hickey's Ridge is gravel. Each surface affects your car's handling differently. Hickey's Ridge is probably the trickiest part of the course, so use your setup for that track.

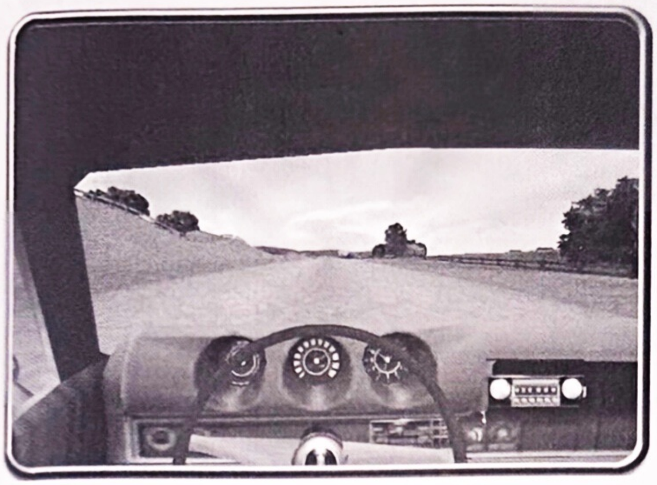

Racing Center
OldDog
Street Racing
Population: 3
Circuit Racing
Population: 1
Drag Racing
Population: 14
Open Trials
Population: 31
Sponsored Trials
Population: 12
Sponsored Trials
Tracks & Levels
Skoggit County Road
Go There
Players in Chat
Chat Channel

Time Trials pit your driving skills against the challenges of the track you choose. The faster your time, the more points you earn. Each week one racer will be crowned the Time Trial Champion!

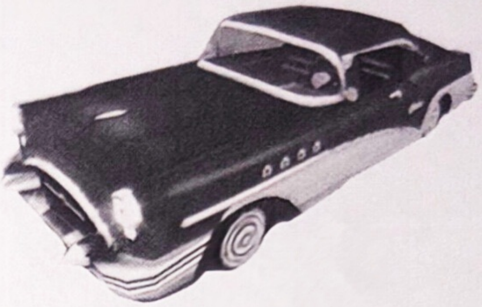
Track Name	Min. Level
Tornado Flats	5
WestBrook	5
Motor City Classic	10
Redlight District	10
Skoggit County Road	10
Gas Town	15

Population: 1
Difficulty: Medium
Length: 6.0 Mi
Top Dog: [illegible]

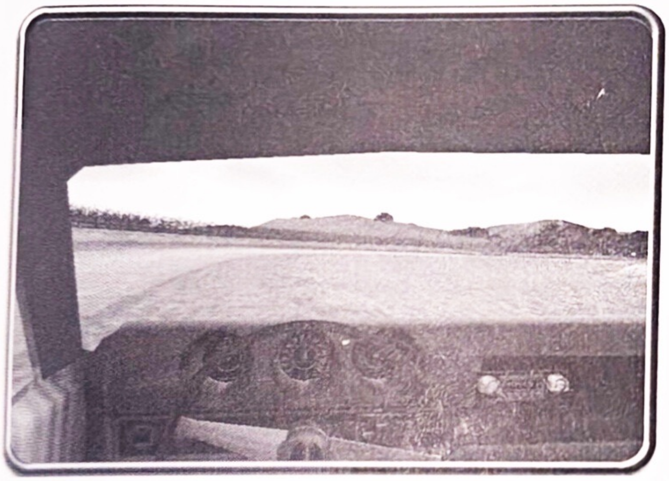
Skoggit County Road is six miles long, and even the best drivers take six and a half minutes to complete it. Get comfortable—you'll be racing for a while.



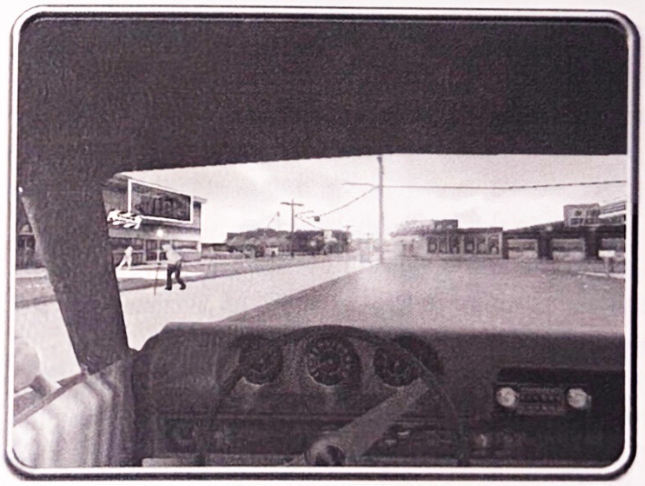
The Dead Man's Run part is the easiest stretch. The hard part is weaving through town. Once you are out in the country, put the pedal to the metal.



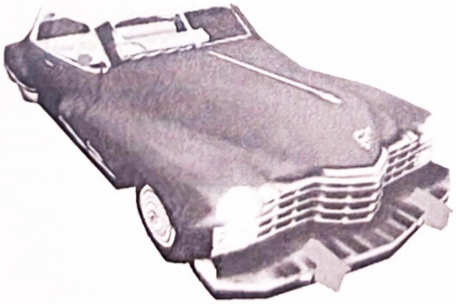
Each track has a different racing surface. Watch out for the transitions. The car handles differently on each surface.



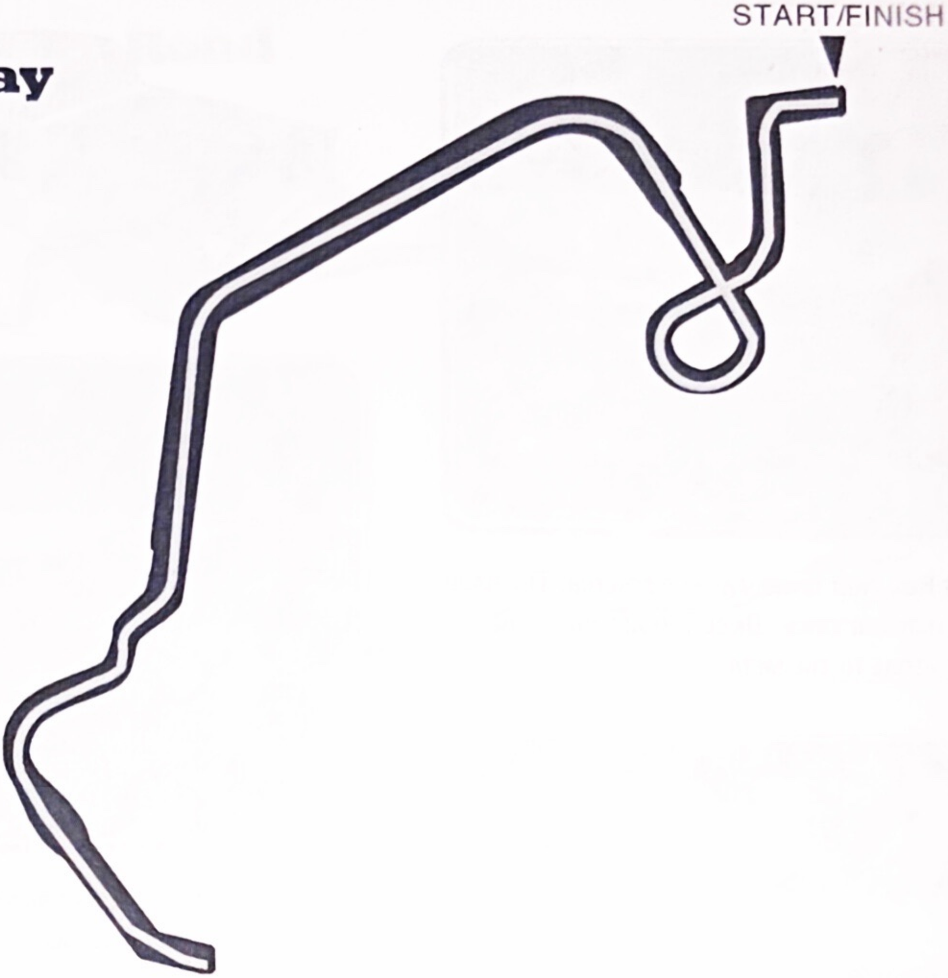
Remember that you won't turn around. Instead of spinning out after this turn, you keep racing. Adjust your racing line accordingly.



Master the three separate courses before you tackle Skoggit County Road. If you can't beat them individually, the combined track will batter your car to a pulp.



The Spillway



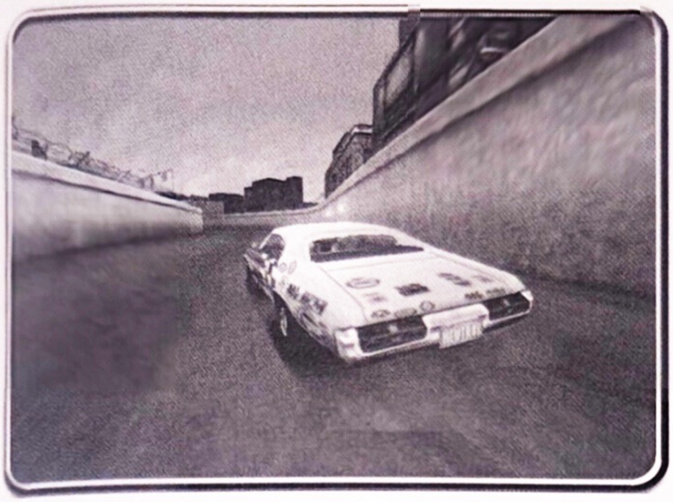
The Spillway

Track Length: 1.8 miles
Approximate Top Time: ~1 minute, 13 seconds
Level Needed to Race: Level 5

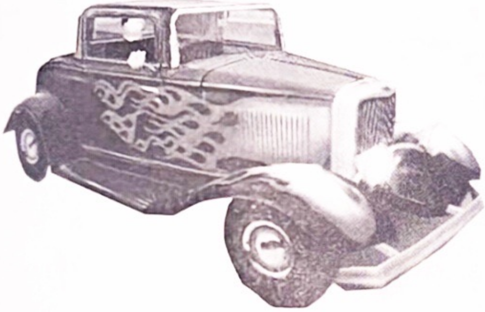
The trick to the Spillway is at the entrance and exits to the lower aqueduct run. The curved entrances make for tight racing as you weave up and down the ramps. Once in the aqueduct, you're set for a long race through the heart of the course. When you come around the turns, ride up the inclines to either get around an opponent or take the curves faster.

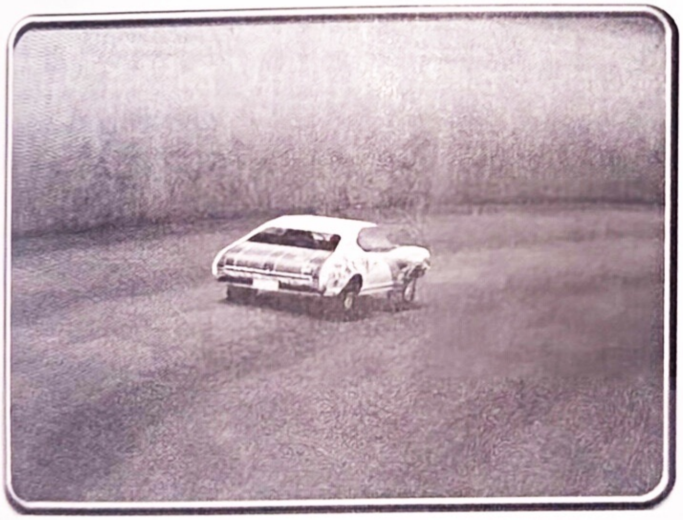
Keep your eyes open. Old cardboard boxes and several abandoned cars are littered across the Spillway track. The boxes don't do much damage to the car, but they can be nuisances.

After you're off the ramp and in town, spin out to change directions. You can't go around the diner, and there's no shortcut going the other way. Executing a turnaround is the most important skill to master. Use the emergency brake to spin your car, then get back on the gas.

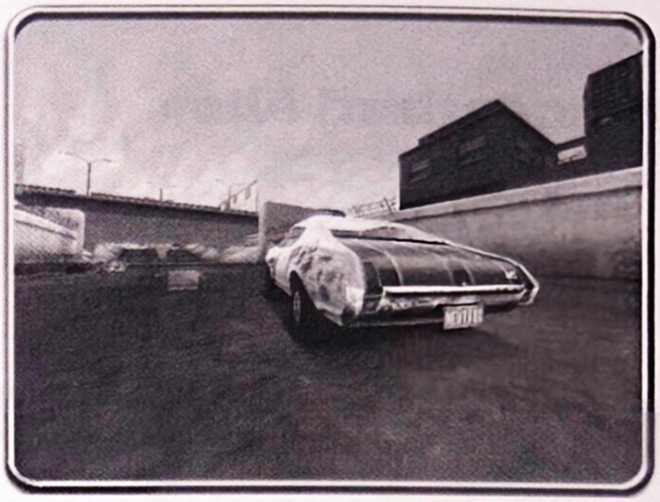


The first obstacle you face on the Spillway is the aqueduct. A spiral ramp at one end requires some practice. At the other end (shown here) is a winding course. Watch your speed! If you go too fast, you'll bounce off the sidewalls like a pinball.

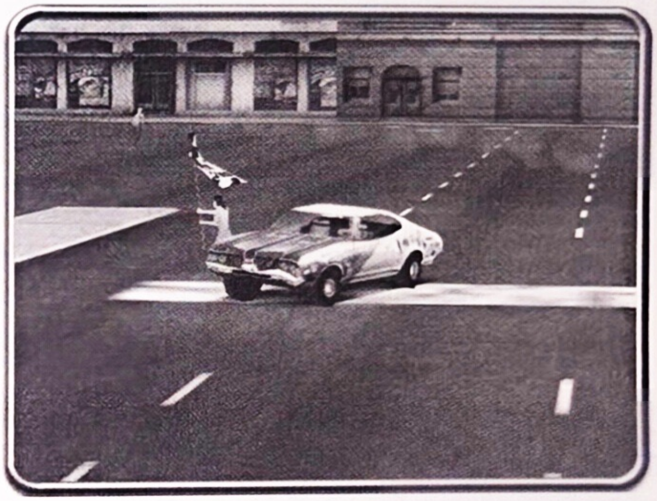




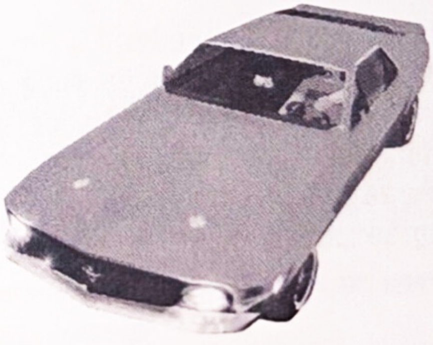
Set up your car with good handling to take the turns faster. The faster you can safely get through this section of the racetrack, the better your chances for a top finish. Be careful on the ramps. The narrow track makes for some tricky racing alongside the other drivers.



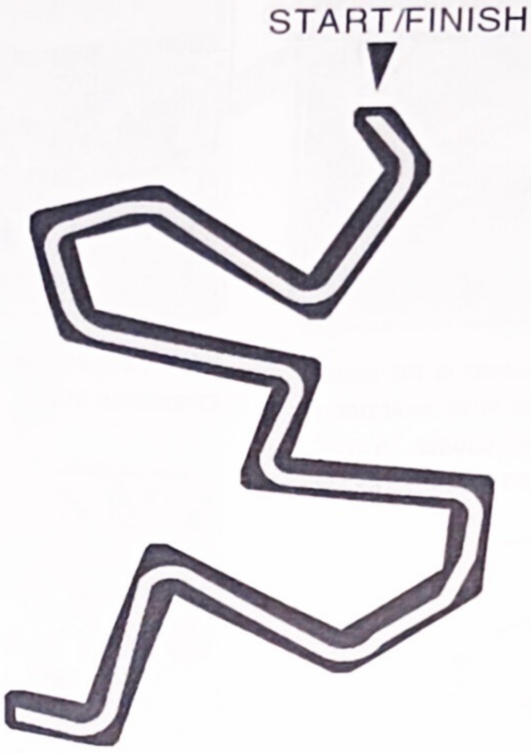
Watch out for abandoned cars and empty cardboard boxes.



As with all street tracks, the turnaround is what gets you. Practice turning the car around as fast as you can. The better you are at this, the better your racing times will be.



Thunderbird Alley



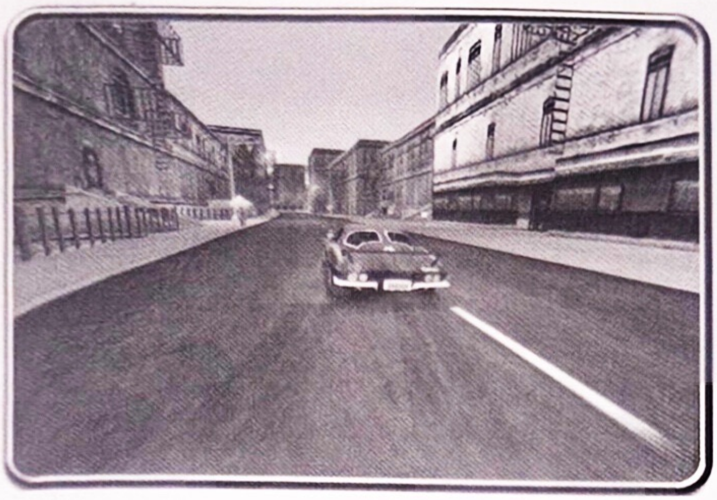
THUNDERBIRD ALLEY

Track Length: 1.3 miles
Approximate Top Time: ~1 minute, 42 seconds
Level Needed to Race: Level 15

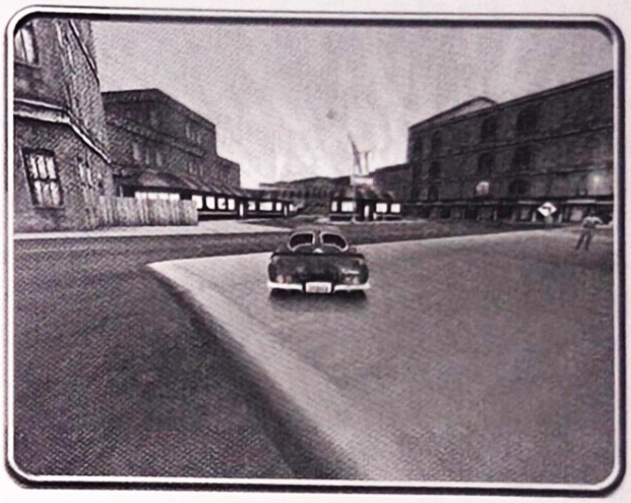
Thunderbird Alley is all about speed and shortcuts. Get onto the accelerator and get moving at high speeds. Bring a car with very good acceleration and a lot of torque to this track. High-end brakes will minimize your stopping distance on the many 90-degree turns.

The first turn is easy, and you won't have to slow down to hold the racing groove. When you approach the trickier second turn, get on the brakes hard to make a 90-degree corner. Look for a telephone booth on your left and spot shortcuts through alleyways behind the buildings.

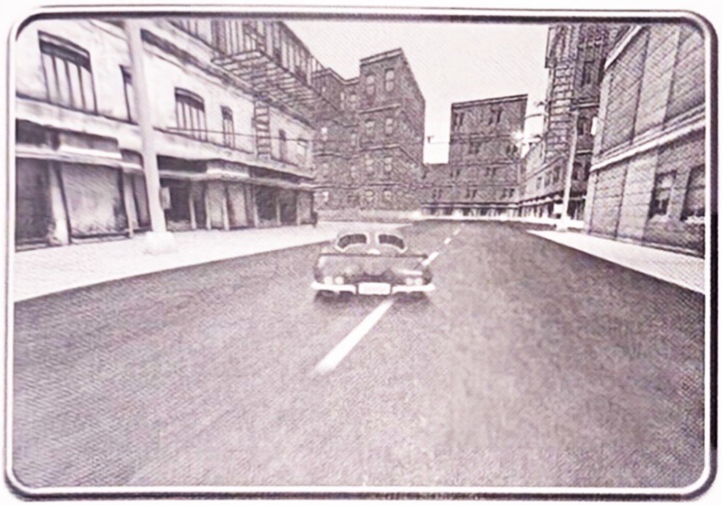
Cut to the left of the Chicken Bucket to trim off a few seconds. Watch for an iron gate to the right after passing the Chicken Bucket. Behind the gate is another shortcut.



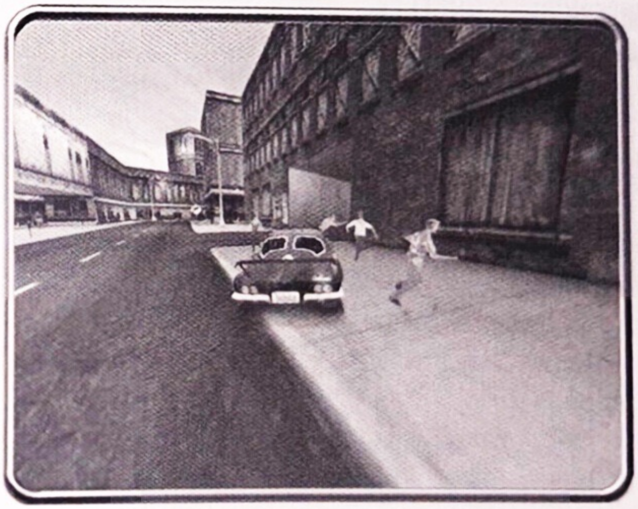
GET ON THE GAS IMMEDIATELY. YOU CAN TAKE IT EASY THOUGH THE FIRST TURN.



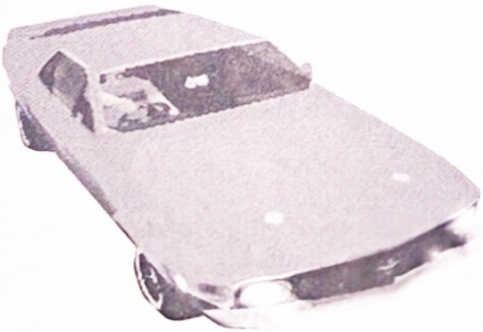
HEAD TO THE LEFT OF THE CHICKEN BUCKET ...



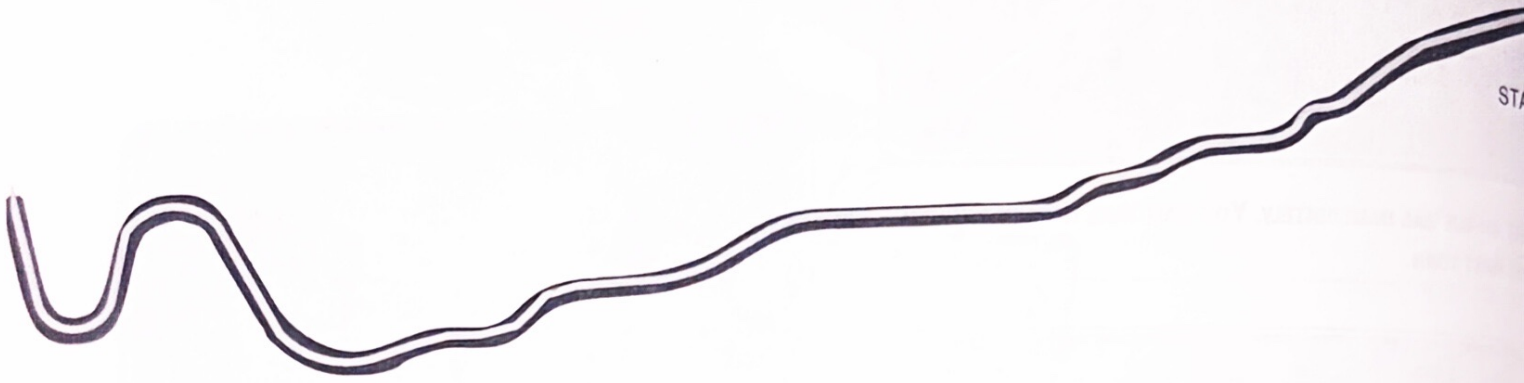
AS YOU APPROACH THE SHARP SECOND TURN, GET ON THE BRAKES QUICKLY.



... THEN LOOK FOR THE IRON GATE ON THE RIGHT FOR ANOTHER SHORTCUT.



Tornado Flats



Tornado Flats

Track Length: 2.1 miles
Approximate Top Time: ~2 minutes, 17 seconds
Level Needed to Race: Level 5

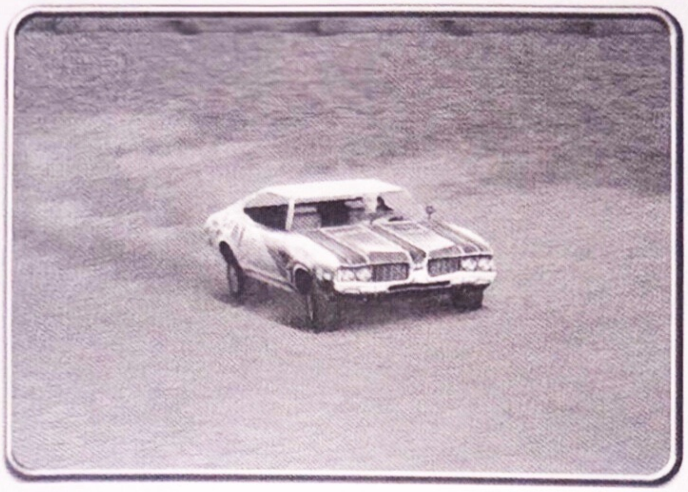
Tornado Flats is a very deceiving name. The racetrack isn't flat at all. It's a twisty ride up and down small hills in a farm area. Anticipate the really steep hills, because if you get airborne, you temporarily lose control of your car. If your vehicle isn't set up correctly, you could put your car into a fence.

For the most part, the gentle S-curves are pretty easy. But don't underestimate them. They require a careful touch at the wheel. Try to race straight across the switchbacks.

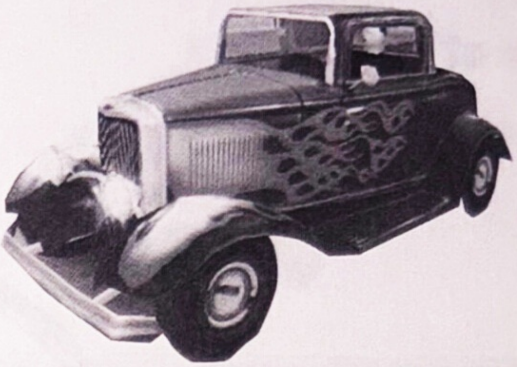
Watch out for the racing surface itself—you aren't racing on pavement or blacktop! The gravel/dirt combination robs your car of traction at the most inopportune moments. Back off the accelerator a bit more and cut the wheel a little sharper. If your car slips around too much, upgrade your tires.

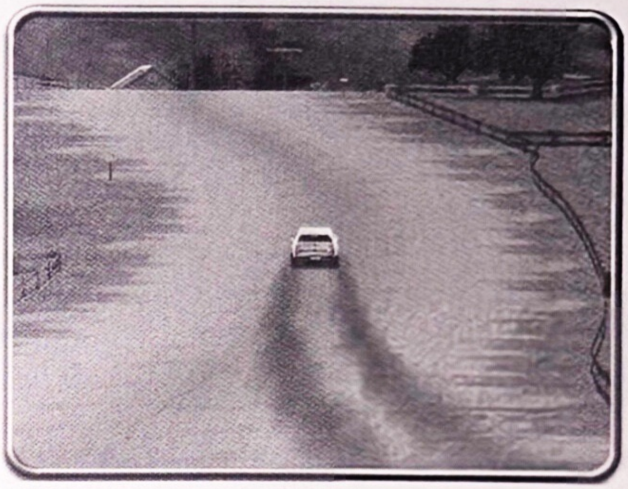
Caution

WATCH OUT! WHEN RUNNING WITH THE WEATHER TURNED ON, DEBRIS FROM THE TORNADO GETS DEPOSITED ON THE ROAD.

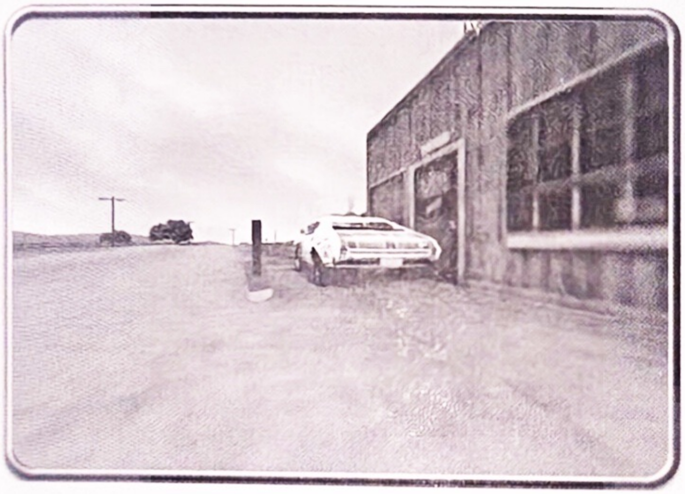


Practice with a few Sponsored Trials first. The course is not as easy as it looks. This way, you can damage a Sponsored car rather than your own. Your insurance rating will still go up, but you can work that off on a circuit course.

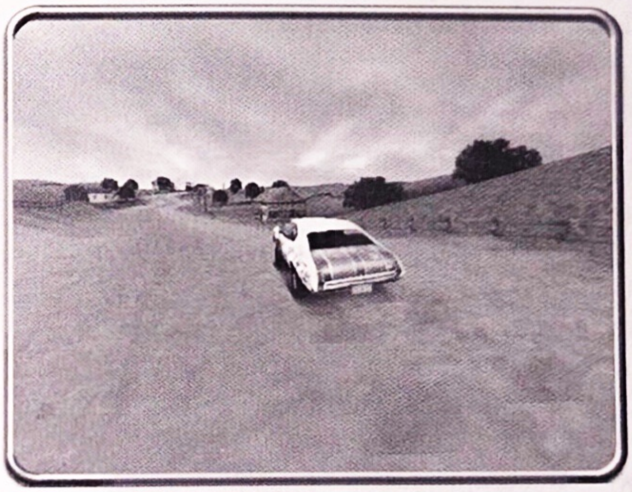




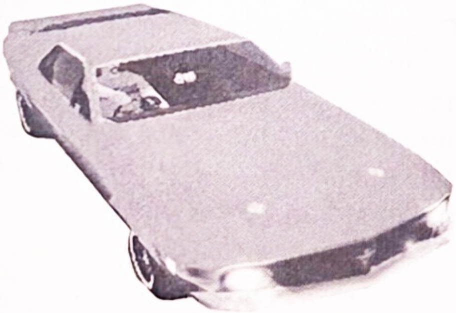
Drive straight across the switchbacks.



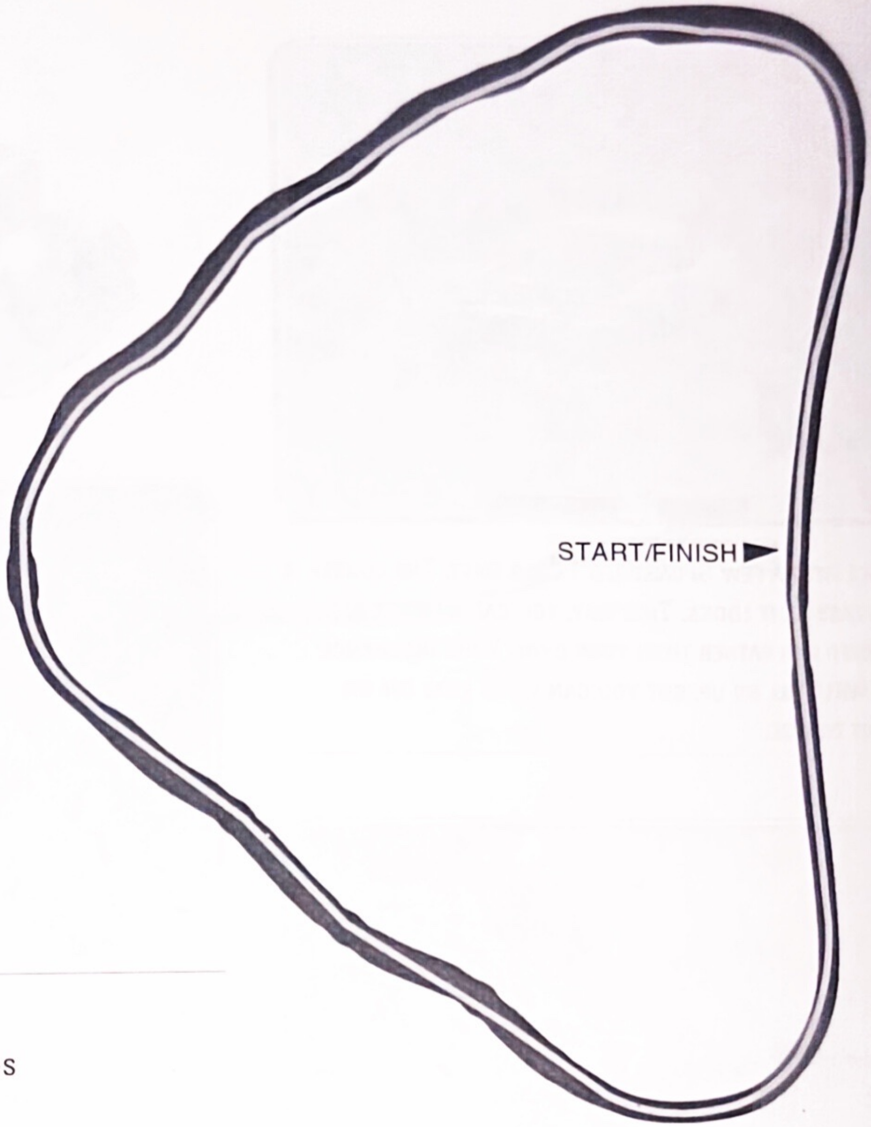
Watch out! If you take the turns too wide you'll plow into a mailbox.



After you get through the turnaround, it's back the way you came. Be careful on the slippery dirt/gravel surface. Upgrade your tires if you are sliding too much.



Westbrook



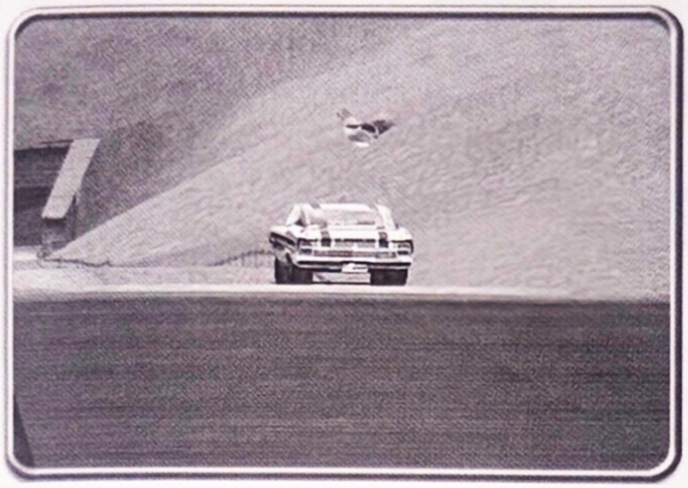
WESTBROOK

Track Length: 2.6 miles
Approximate Top Time: ~2 minutes
Level Needed to Race: Level 5

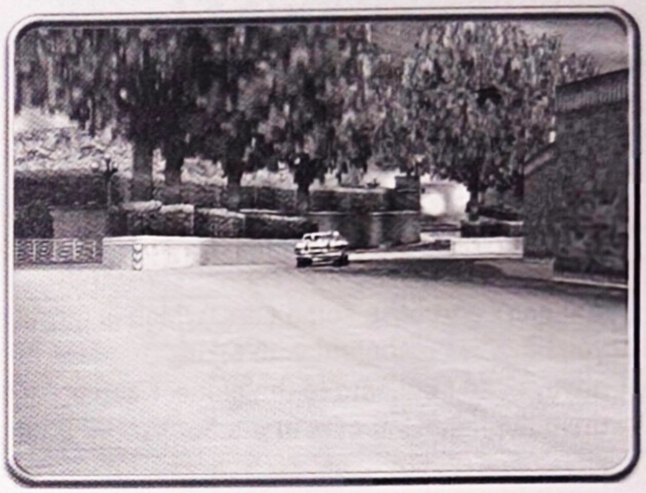
Westbrook is a really fun racetrack. It isn't as demanding as the other street tracks, and the twist and turns are very manageable. However, you have to push the car and your driving skills to the limit to get in under the qualifying times (3 minutes for the Sponsored Trials and 3 minutes 16 seconds for the Open Trials). When the light turns green get on the gas. The front straightaway is your only shot to accelerate without much difficulty. The wide first turn allows you to go full throttle.

As you exit the first turn, stay either to the outside wall or the inside one. You can't go down the middle on this one. Much of the backstretch is a divided racecourse. It's easier to start out in the lower track, so cut the first turn to the inside as you race down the backstretch. From time to time there is a gap in the divider and you can switch sides. These are useful when you are racing other players, but they aren't necessary during time trials.

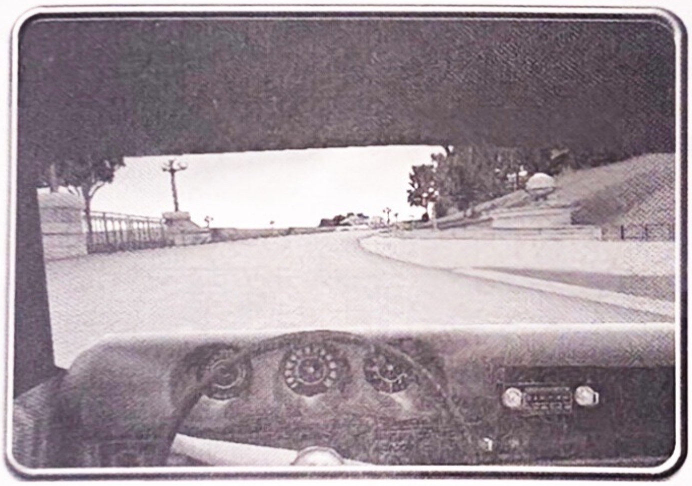
The divided section of the racecourse is very narrow, so be extremely careful when you are racing. If you hit the walls, you bounce around, greatly damaging your racecar. It's better to back off the gas than go into the wall.



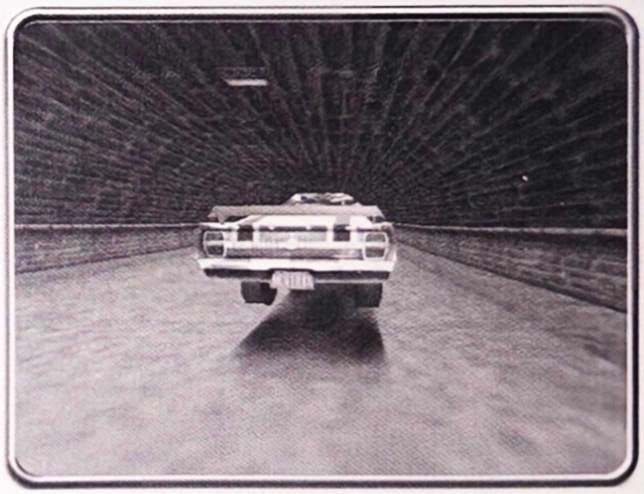
GET ON THE GAS AS THE LIGHT GOES GREEN. THE FRONT STRAIGHTAWAY IS YOUR CHANCE TO ATTAIN TOP SPEED.



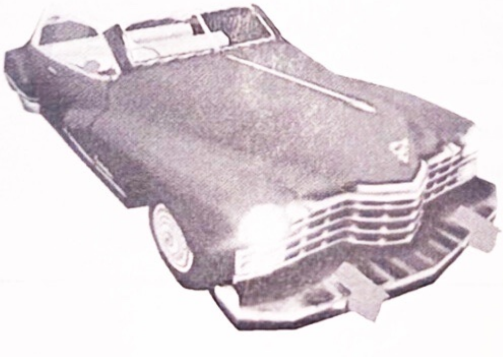
OCCASIONAL SMALL OPENINGS LET YOU MANEUVER BETWEEN THE SIDES. USE THESE OPENINGS TO PASS YOUR OPPONENT DURING A RACE. THERE ISN'T ROOM IN YOUR LANE.



THE FIRST TURN IS WIDE OPEN. CUT IT LOW OR HIGH SO YOU CAN RUN THROUGH THE DIVIDED SECTION.



BE CAREFUL AS YOU COME OUT OF THE FINAL TURN AND DOWN THE FRONT STRETCH. YOU GET AIRBORNE AS YOU CREST THE HILL.



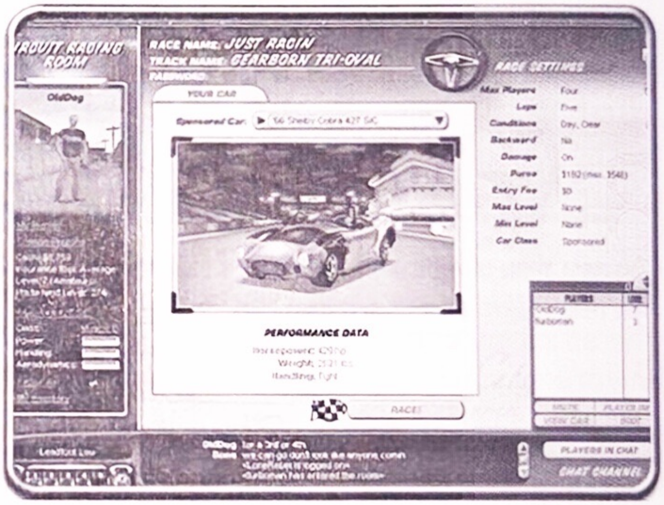
The Cars of Motor City Online

In this chapter we give you a complete breakdown of the cars you can purchase in *Motor City Online*. You can tweak the stock configuration and upgrade the parts. Some of these cars aren't available right away, because you must have a certain amount of experience to purchase them.

Cars You Can't Buy

You can't purchase some cars, which is a real bummer as these rides would be sweet to own. For now you have to be content with taking them for a spin in the Sponsored Trials. But the developers can always add new cars to the game. Keep an eye on *www.motorcityonline.com* for updates. You can drive the following cars in the Sponsored Trials, but you can't buy them.

- '63 Chevrolet Corvette
- '66 Shelby Cobra
- '67 Camaro Z-28
- '69 Oldsmobile 4-4-2 Hurst
- '69 Plymouth Hemi - GTX
- '70 AAR Cuda
- '70 Boss
- '70 Ford Mustang
- '70 Hemi Cuda
- '70 Plymouth 440 Cuda
- '73 Firebird T/A

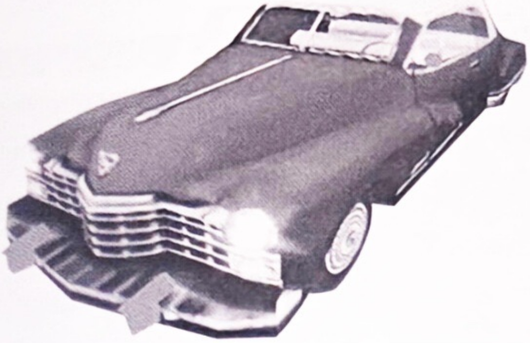


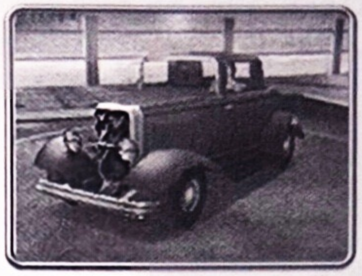
Race Name: Just Racin
Track Name: Gearborn Tri-Oval
Sponsored Car: '66 Shelby Cobra 427 S/C

Race Settings
Max Players: Four
Laps: Five
Conditions: Day, Clear
Backward: No
Damage: On
Entry Fee: $0
Max Level: None
Min Level: None
Car Class: Sponsored

Some cars, such as this '66 Shelby, are only available during the Sponsored Trials.

'32 Ford Coupe

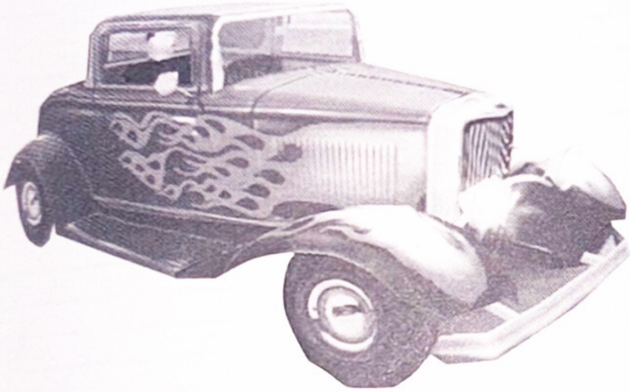


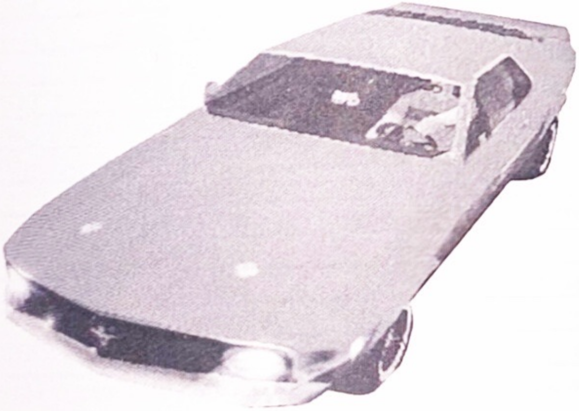


Class: Vintage
Price: $4,037
Total Mass: 1,059.59

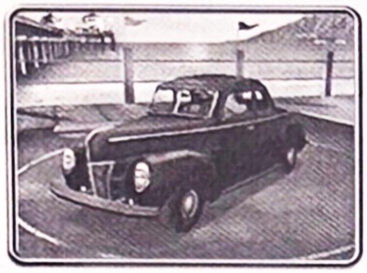
Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock Oil Bath
Body	Ford	Coupe
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Bumpers (Front)	Ford	'32 Coupe
Bumpers (Rear)	Ford	'32 Coupe
Camshaft	Ford	Stock
Carburetor	Ford	Detroit Lubricator
Connecting Rods	Ford	Flathead Stock
Cooling System	US Radiator	Economy
Crankshaft	Ford	Flathead Stock
Cylinder Head	Ford	Flathead (6.15) Stock
Electrical System	Mallory	Economy
Engine Block	Ford	Flathead 221-V8
Exhaust Manifold	Ford	Flathead Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Fenders, Front	Ford	'32 Coupe Front Fenders
Fenders, Rear	Ford	'32 Coupe Rear Fenders
Hood	Ford	'32 Coupe Hood
Horn	Ford	Aoooga A
Intake Manifold	Ford	Flathead Stock
Lubrication System	Ford	Flathead Stock
Muffler	Coatili	Stock
Pistons	Ford	Flathead Stock
Rear End	Ford	4.10 Banjo
Running Boards	Ford	'32 Coupe Running Boards
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	100 lb/in Traverse
Springs (Rear)	Gifford	80 lb/in Traverse
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Early 3 spd. Manual
Valve Train	Ford	Flathead Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim





'40 Ford Coupe

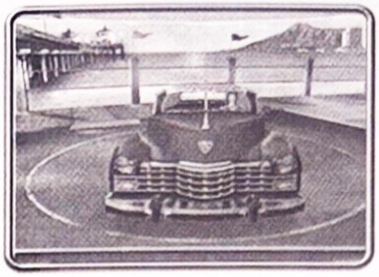


Class: Vintage
Price: $3,901
Total Mass: 1,237.99

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock Oil Bath
Body	Ford	Coupe
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Bumpers (Front)	Ford	40 Ford
Bumpers (Rear)	Ford	40 Ford
Camshaft	Ford	Stock
Carburetor	Stromberg	97 2V
Connecting Rods	Ford	Flathead Stock
Cooling System	US Radiator	Economy
Crankshaft	Ford	Flathead Stock
Cylinder Head	Ford	Flathead (6.15) Stock
Electrical System	Mallory	Economy
Engine Block	Ford	Flathead 221-V8
Exhaust Manifold	Ford	Flathead Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'40 Coupe Hood
Horn	Ford	Aoooga A
Intake Manifold	Ford	Flathead Stock
Lubrication System	Ford	Flathead Stock
Muffler	Coatili	Stock
Pistons	Ford	Flathead Stock
Rear End	Ford	3.31 Banjo
Running Boards	Ford	'40 Coupe Running Boards
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	110 lb/in Traverse
Springs (Rear)	Gifford	90 lb/in Traverse
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Early 3 spd. Manual
Valve Train	Ford	Flathead Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'47 Cadillac Series 62

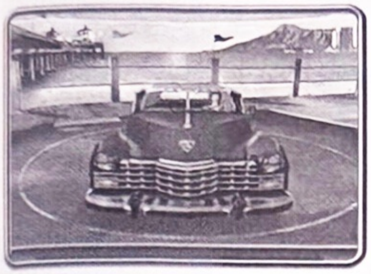


Class: Vintage
Price: $6,858
Total Mass: 1,870.7912

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Cadillac	Series 62
Brake Set	EA	Generic Brake Set
Brakes (Front)	Bendix	12 x 2 Organic Drum
Brakes (Rear)	Bendix	12 x 2 Organic Drum
Camshaft	Cadillac	Stock
Carburetor	Carter	2V (400 cfm)
Connecting Rods	Cadillac	Stock
Cooling System	US Radiator	Stock
Crankshaft	Cadillac	Stock
Cylinder Head	Cadillac	Stock
Electrical System	Marinn	Stock
Engine Block	Cadillac	346-V8
Exhaust Manifold	Cadillac	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Cadillac	Cadillac Hood
Horn	EA	El Camino B
Intake Manifold	Cadillac	Stock
Lubrication System	Cadillac	L-Head Stock
Muffler	Coatili	Stock
Pistons	Cadillac	Stock
Rear End	Dana	3.54 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	130 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Buick	Dynaflow
Valve Train	Cadillac	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'47 Cadillac Series 62

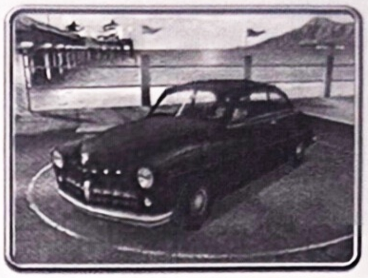


Class: Vintage
Price: $7,016
Total Mass: 1,872.8912

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Cadillac	Series 62
Brake Set	EA	Generic Brake Set
Brakes (Front)	Bendix	12 x 2 Organic Drum
Brakes (Rear)	Bendix	12 x 2 Organic Drum
Camshaft	Cadillac	Stock
Carburetor	Carter	2V (400 cfm)
Connecting Rods	Cadillac	Stock
Cooling System	US Radiator	Stock
Crankshaft	Cadillac	Stock
Cylinder Head	Cadillac	Stock
Electrical System	Marinn	Stock
Engine Block	Cadillac	346-V8
Exhaust Manifold	Cadillac	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Cadillac	Cadillac Hood
Horn	EA	El Camino B
Intake Manifold	Cadillac	Stock
Lubrication System	Cadillac	L-Head Stock
Muffler	Coatili	Stock
Pistons	Cadillac	Stock
Rear End	Dana	3.54 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	130 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Buick	Dynaflow
Valve Train	Cadillac	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'49 Mercury Coupe



Class: Vintage
Price: $4,032
Total Mass: 1,488.99

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock Oil Bath
Body	Mercury	Coupe
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Disk
Camshaft	Ford	Stock
Carburetor	Stromberg	97 2V
Connecting Rods	Ford	Flathead Stock
Cooling System	US Radiator	Economy
Crankshaft	Ford	Flathead Stock
Cylinder Head	Mercury	Flathead (6.8) Stock
Electrical System	Marinn	Stock
Engine Block	Mercury	Flathead 255
Exhaust Manifold	Ford	Flathead Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'49 Coupe Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Flathead Stock
Lubrication System	Ford	Flathead Stock
Muffler	Coatili	Stock
Pistons	Ford	Flathead Stock
Rear End	Ford	3.90 Banjo
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	130 lb/in Coil
Springs (Rear)	Gifford	110 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Early 3 spd. Manual
Valve Train	Ford	Flathead Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'49 Mercury Coupe

Class: Vintage
Price: $4,179
Total Mass: 1,507.99

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock Oil Bath
Body	Mercury	Coupe
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Disk
Camshaft	Ford	Stock
Carburetor	Stromberg	97 2V
Connecting Rods	Ford	Flathead Stock
Cooling System	US Radiator	Economy
Crankshaft	Ford	Flathead Stock
Cylinder Head	Mercury	Flathead (6.8) Stock
Electrical System	Marinn	Stock
Engine Block	Mercury	Flathead 255
Exhaust Manifold	Ford	Flathead Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'49 Coupe Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Flathead Stock
Lubrication System	Ford	Flathead Stock
Muffler	Coatili	Stock
Pistons	Ford	Flathead Stock
Rear End	Ford	3.90 Banjo
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	110 lb/in Traverse
Springs (Rear)	Gifford	90 lb/in Traverse
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Ford-o-matic Auto.
Valve Train	Ford	Flathead Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'53 Ford Crestline

Class: Classic
Price: $4,702
Total Mass: 1,467.29

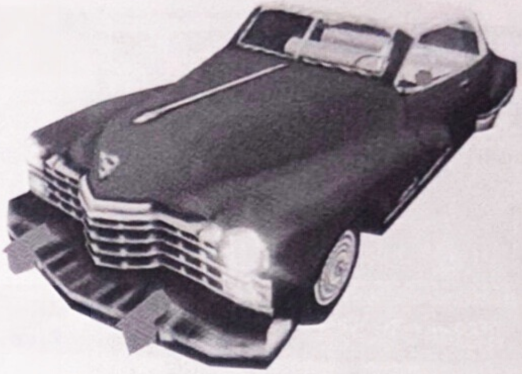
Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock Oil Bath
Body	Ford	Crestline
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Stromberg	97 2V
Connecting Rods	Ford	Flathead Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Flathead Stock
Cylinder Head	Ford	Flathead (7.2) Stock
Electrical System	Mallory	Economy
Engine Block	Ford	Flathead 239-V8
Exhaust Manifold	Ford	Flathead Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'53 Crestline Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Flathead Stock
Lubrication System	Ford	Flathead Stock
Muffler	Coatili	Stock
Pistons	Ford	Flathead Stock
Rear End	Dana	4.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	110 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Early 3 spd. Manual
Valve Train	Ford	Flathead Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'53 Ford Crestline

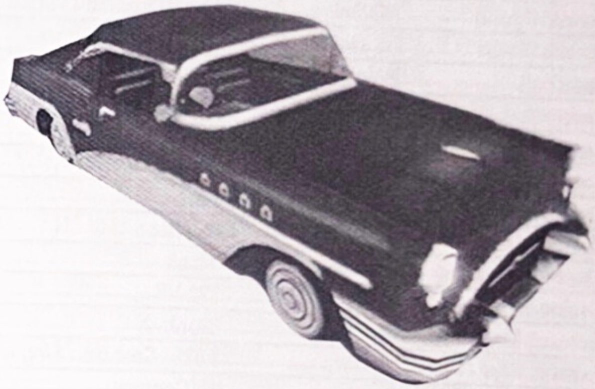
FORD CRESTLINE

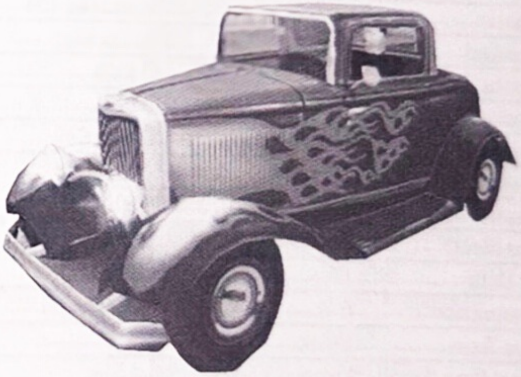
Class: Classic
Price: $4,844
Total Mass: 1,471.49



Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock Oil Bath
Body	Ford	Crestline
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Stromberg	97 2V
Connecting Rods	Ford	Flathead Stock
Cooling System	US Radiator	Economy
Crankshaft	Ford	Flathead Stock
Cylinder Head	Ford	Flathead (7.2) Stock
Electrical System	Mallory	Economy
Engine Block	Ford	Flathead 239-V8
Exhaust Manifold	Ford	Flathead Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'53 Crestline Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Flathead Stock
Lubrication System	Ford	Flathead Stock
Muffler	Coatili	Stock
Pistons	Ford	Flathead Stock
Rear End	Dana	4.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	130 lb/in Coil
Springs (Rear)	Gifford	110 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Ford-o-matic Auto.
Valve Train	Ford	Flathead Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim





'55 Buick Century

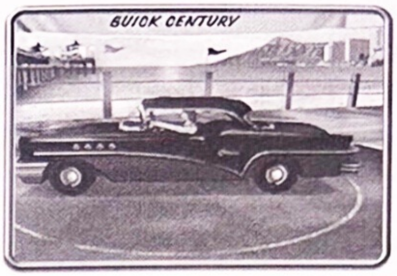
1955
BUICK CENTURY

Class: Classic
Price: $11,684
Total Mass: 1,735.372

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Buick	Century
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Camshaft	Buick	Stock 322
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Buick	Stock
Cooling System	US Radiator	Stock
Crankshaft	Buick	Stock
Cylinder Head	Buick	Nailhead (9.0) CH
Electrical System	Marinn	Stock
Engine Block	Buick	322-V8
Exhaust Manifold	Buick	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Buick	'55 Century
Horn	GM	GMC
Intake Manifold	Buick	Stock 322 Dual Plane
Lubrication System	Buick	Nailhead Stock
Muffler	Coatili	Stock
Pistons	Buick	Recesssed Top
Rear End	GM	3.40 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	160 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Coil
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	GM	3 spd. Manual
Valve Train	Buick	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'55 Buick Century



Class: Classic
Price: $12,096
Total Mass: 1,740.6

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Buick	Century
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Camshaft	Buick	Stock 322
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Buick	Stock
Cooling System	Buick	Nailhead HD
Crankshaft	Buick	Stock
Cylinder Head	Buick	Nailhead (9.0) CH
Electrical System	GM	Std. Single Point
Engine Block	Buick	322-V8
Exhaust Manifold	Buick	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Buick	'55 Century
Horn	GM	GMC
Intake Manifold	Buick	Stock 322 Dual Plane
Lubrication System	Buick	Nailhead Stock
Muffler	Coatili	Stock
Pistons	Buick	Flat Top
Rear End	GM	3.40 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	140 lb/in Coil
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Buick	Dynaflow
Valve Train	Buick	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Chevrolet Bel-Air

Class: Classic
Price: $4,762
Total Mass: 1,472.29

Stock Parts Breakdown

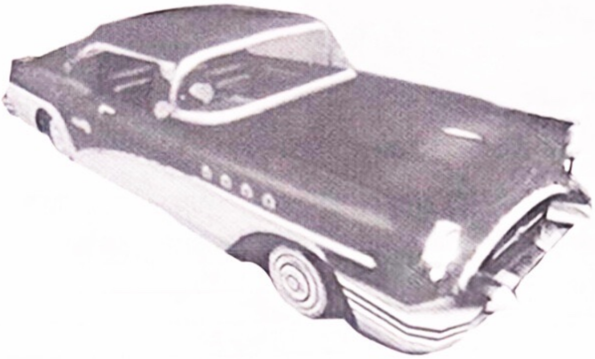
Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Bel-Air
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Disk
Camshaft	Chevrolet	Stock
Carburetor	Carter	2V (400 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (8.5)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Ram's Horn
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Chevrolet	'57 Bel-Air
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	GM	3.71 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	140 lb/in Leaf Spring
Tires (Front)	Monarch	210/82/15 Bias Ply
Tires (Rear)	Monarch	210/82/15 Bias Ply
Top Style	EA	Hardtop
Transmission	Chevrolet	2-Speed Powerglide
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

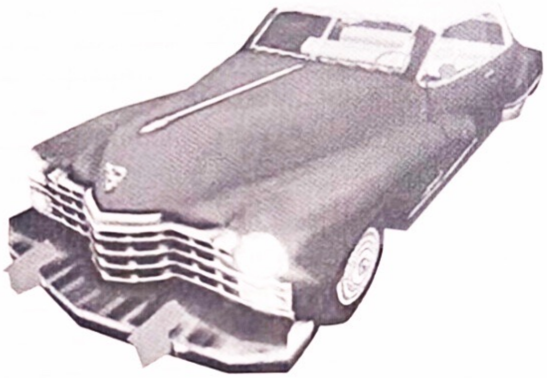
'57 Chevrolet Bel-Air

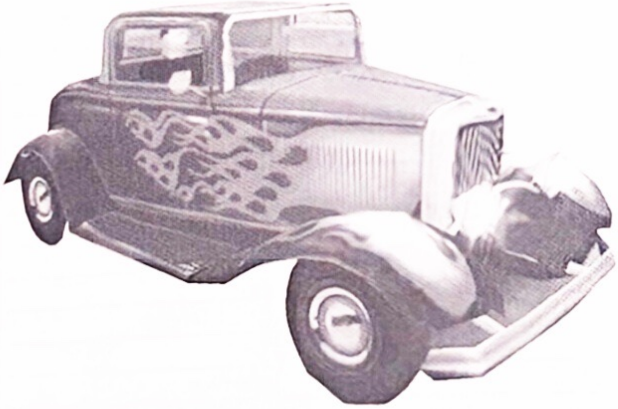
Class: Classic
Price: $5,156
Total Mass: 1,481.1465

Stock Parts Breakdown

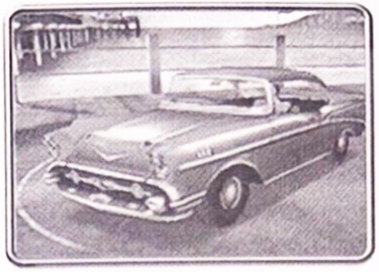
Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Bel-Air
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	2V (400 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (8.5)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Ram's Horn
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Chevrolet	'57 Bel-Air
Horn	EA	Hillman
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	130 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	GM	3 spd. Manual
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim







'57 Chevrolet Bel-Air

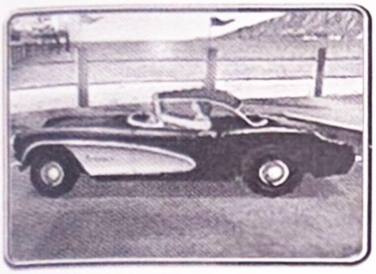


Class: Classic
Price: $5,226
Total Mass: 1,484.2465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Bel-Air
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Disk
Camshaft	Chevrolet	Stock Hi-Lift
Carburetor	Rochester	Monojet 2V (400 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (8.5)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Ram's Horn
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Chevrolet	'57 Bel-Air
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	130 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3-Speed Std. Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Chevrolet Corvette

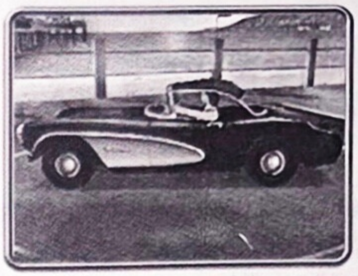


Class: Classic
Price: $52,351
Total Mass: 1,222.3465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Corvette
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Org HT Drum
Brakes (Rear)	AC Delco	10 x 2 Org HT Disk
Camshaft	Chevrolet	Stock
Carburetor	Carter	2V (400 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.5)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Ram's Horn
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Chevrolet	57 Corvette
Horn	GM	GMC
Intake Manifold	Chevrolet	Aluminum
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	110 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Sway Bar Front	Potter	100 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Powerglide Automatic
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Chevrolet Corvette

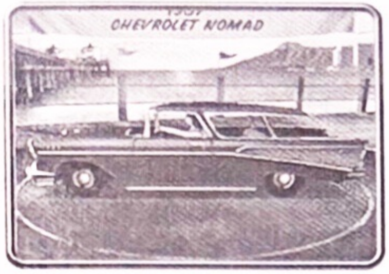


Class: Muscle
Price: $100,000
Total Mass: 1,236.4465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Corvette
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Org HT Drum
Brakes (Rear)	AC Delco	10 x 2 Org HT Disk
Camshaft	Chevrolet	Stock
Carburetor	Carter	2V (400 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.5)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Ram's Horn
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Chevrolet	57 Corvette
Horn	GM	GMC
Intake Manifold	Chevrolet	Aluminum
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	100 lb/in Coil
Springs (Rear)	Gifford	110 lb/in Leaf Spring
Sway Bar Front	Potter	110 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	4-Speed Manual Close
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Chevrolet Nomad

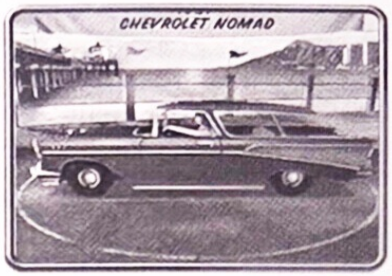


Class: Classic
Price: $5,381
Total Mass: 1,544.092

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Nomad
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Chevrolet	'57 Corvette
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.5)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Ram's Horn
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'57 Nomad
Horn	GM	GMC
Intake Manifold	Chevrolet	Aluminum
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	GM	3.40 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	140 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	2-Speed Powerglide
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Chevrolet Nomad

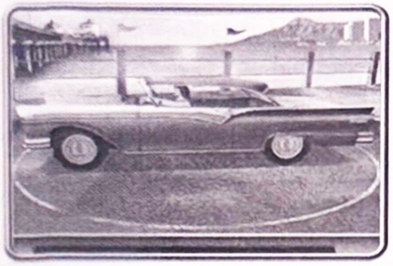


Class: Classic
Price: $5,554
Total Mass: 1,533.5465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Nomad
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.5)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Ram's Horn
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'57 Nomad
Horn	GM	GMC
Intake Manifold	Chevrolet	Aluminum
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	130 lb/in Coil
Springs (Rear)	Gifford	130 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3-Speed Std. Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Ford Fairlane

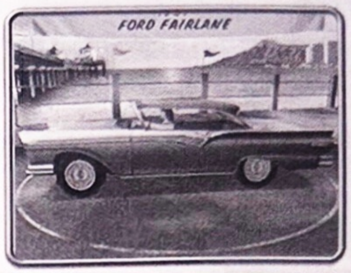


Class: Classic
Price: $4,800
Total Mass: 1,552.275

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Fairlane
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Disk
Camshaft	Ford	Stock
Carburetor	Carter	AFB 4V (400 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Stock (9.0)
Electrical System	Marinn	Stock
Engine Block	Ford	292-V8
Exhaust Manifold	Ford	Stock 312
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'57 Fairlane 500 Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Stock Economy Dual Plane
Lubrication System	Ford	Y Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.50 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	160 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Tires (Front)	Monarch	210/92/16 Bias Ply
Tires (Rear)	Monarch	210/92/16 Bias Ply
Top Style	EA	Hardtop
Transmission	Ford	Ford-o-matic Auto.
Valve Train	Ford	Stock Solid
Wheel Rims (Front)	Kelsey - Hayes	'47 Cadillac
Wheel Rims (Rear)	Kelsey - Hayes	'47 Cadillac

'57 Ford Fairlane

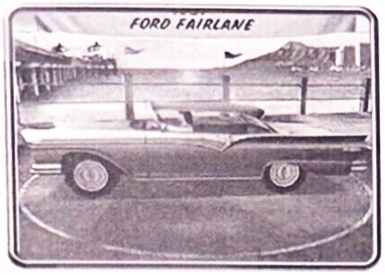


Class: Classic
Price: $4,899
Total Mass: 1,544.563

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Fairlane
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Disk
Camshaft	Ford	Stock
Carburetor	Autolite	4100 4V (480 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Stock (8.5)
Electrical System	Marinn	Stock
Engine Block	Ford	292-V8
Exhaust Manifold	Ford	Stock 312
Exhaust Pipe	Manley	1.625" Treated Iron Dual
Hood	Ford	'57 Fairlane 500 Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	'57 Large Port
Lubrication System	Ford	Y Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Early 3 spd. Manual
Valve Train	Ford	Stock Solid
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Ford Fairlane

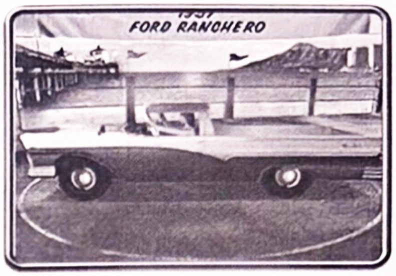


Class: Classic
Price: $5,188
Total Mass: 1,560.163

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Fairlane
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Disk
Camshaft	Ford	Stock
Carburetor	Autolite	4100 4V (480 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Stock (9.0)
Electrical System	Marinn	Stock
Engine Block	Ford	292-V8
Exhaust Manifold	Ford	Stock 312
Exhaust Pipe	Manley	1.625" Treated Iron Dual
Hood	Ford	'57 Fairlane 500 Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	1957 Large Port
Lubrication System	Ford	Y Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Domed Top (.5)
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Late 3 spd. Manual
Valve Train	Ford	Stock Solid
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Ford Ranchero

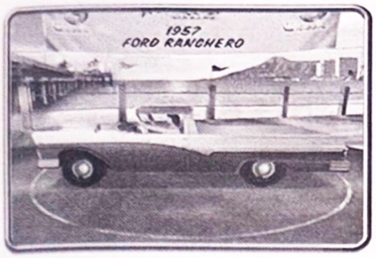


Class: Classic
Price: $4,897
Total Mass: 1,535.8162

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Fairlane
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Disk
Camshaft	Ford	Stock
Carburetor	Autolite	4100 4V (480 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Stock (9.0)
Electrical System	Marinn	Stock
Engine Block	Ford	292-V8
Exhaust Manifold	Ford	Stock 312
Exhaust Pipe	Manley	1.625" Treated Iron Dual
Hood	Ford	'57 Fairlane 500 Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	1957 Large Port
Lubrication System	Ford	Y Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Domed Top (.5)
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Late 3 spd. Manual
Valve Train	Ford	Stock Solid
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Ford Ranchero



Class: Classic
Price: $5,109
Total Mass: 1,531.481

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Ranchero
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	4100 4V (480 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Stock (9.0)
Electrical System	Marinn	Stock
Engine Block	Ford	292-V8
Exhaust Manifold	Ford	Stock 312
Exhaust Pipe	Manley	1.625" Treated Iron Dual
Hood	Ford	'57 Ranchero Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	1957 Large Port
Lubrication System	Ford	Y Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.70 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Early 3 spd. Manual
Valve Train	Ford	Stock Solid
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

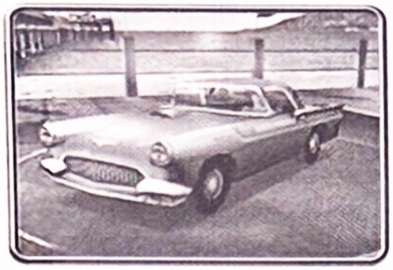
'57 Ford Thunderbird

Class: Classic
Price: $20,000
Total Mass: 1,402.06

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Thunderbird
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	4100 4V (480 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Stock (9.0)
Electrical System	Marinn	Stock
Engine Block	Ford	292-V8
Exhaust Manifold	Ford	Stock 312
Exhaust Pipe	Manley	1.625" Treated Iron Dual
Hood	Ford	'57 T-Bird Hood w/Scoop
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	1957 Large Port
Lubrication System	Ford	Y Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Domed Top (.5)
Rear End	Dana	3.00 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Early 3 spd. Manual
Valve Train	Ford	Stock Solid
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'57 Ford Thunderbird



Class: Classic
Price: $22,868
Total Mass: 1,425.16

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Thunderbird
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	4100 4V (480 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Stock (9.0)
Electrical System	Marinn	Stock
Engine Block	Ford	292-V8
Exhaust Manifold	Ford	Stock 312
Exhaust Pipe	Manley	1.625" Treated Iron Dual
Hood	Ford	'57 T-Bird Hood w/Scoop
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	1957 Large Port
Lubrication System	Ford	Y Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.00 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	180 lb/in Leaf
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Cruise-o-matic Auto.
Valve Train	Ford	Stock Solid
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'58 Chevrolet Impala

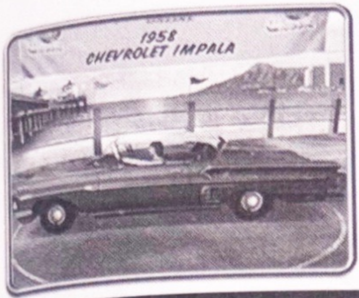
1958
CHEVROLET IMPALA

Class: Classic
Price: $9,918
Total Mass: 1,573.788

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Impala
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Rochester	Quadrajet 4V (500 cfm)
Connecting Rods	Chevrolet	HD FS
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Stock (10.25)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	348-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'58 Impala
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	130 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Coil
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Powerglide Automatic
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'58 Chevrolet Impala

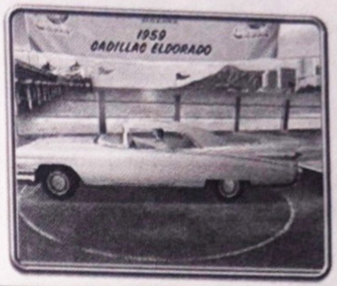


Class: Muscle
Price: $10,114
Total Mass: 1,584.888

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Impala
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Rochester	Quadrajet 4V (500 cfm)
Connecting Rods	Chevrolet	HD FS
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Stock (10.25)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	348-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'58 Impala
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Coil
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3-Speed Std. Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'59 Cadillac Eldorado

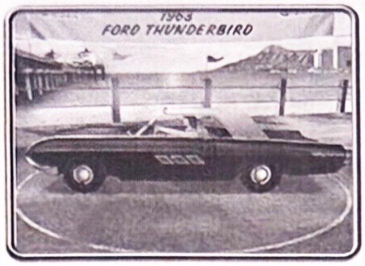


Class: Classic
Price: $25,000
Total Mass: 2,293.8929

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Cadillac	Eldorado
Brake Set	EA	Generic Brake Set
Brakes (Front)	Bendix	12 x 2 Organic Disk
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Cadillac	Stock
Carburetor	Rochester	4G 4V (600 cfm)
Connecting Rods	Cadillac	Stock BB
Cooling System	US Radiator	Stock
Crankshaft	Cadillac	Stock
Cylinder Head	Cadillac	Wedge (10.5)
Electrical System	Marinn	Stock
Engine Block	Cadillac	390-V8
Exhaust Manifold	Cadillac	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Cadillac	Eldorado Hood
Horn	GM	GMC
Intake Manifold	Cadillac	Stock
Lubrication System	Cadillac	Big Block Stock
Muffler	Coatili	Stock
Pistons	Cadillac	Stock
Rear End	Dana	2.93 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	170 lb/in Coil
Springs (Rear)	Gifford	160 lb/in Coil
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3-Speed Std. Ratio
Valve Train	Cadillac	Stock
Wheel Rims (Front)	Ansman	Diamond Spoke Gold
Wheel Rims (Rear)	Ansman	Diamond Spoke Gold

'63 Ford Thunderbird

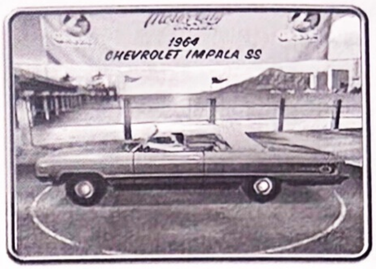


Class: Muscle
Price: $30,000
Total Mass: 1,906.065

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Thunderbird
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	4100 4V (480 cfm)
Connecting Rods	Ford	HD Capscrew
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Ford (10.2) Wedge
Electrical System	Marinn	Stock
Engine Block	Ford	390-V8
Exhaust Manifold	Ford	Stock
Exhaust Pipe	Manley	1.625" Treated Iron Dual
Hood	Ford	'63 T-Bird Hood w/Scoop
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Aluminum Dual Plane
Lubrication System	Ford	Big Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.00 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	180 lb/in Leaf
Sway Bar Front	Potter	150 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Cruise-o-matic Auto.
Valve Train	Ford	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'64 Chevrolet Impala



Class: Muscle
Price: $10,981
Total Mass: 1,546.1465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Impala
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.25)
Electrical System	GM	Std. Single Point
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'64 Impala
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Coil
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3-Speed Std. Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'64 Chevrolet Impala

Motor City Online
1964
CHEVROLET IMPALA SS

Class: Muscle
Price: $11,069
Total Mass: 1,548.6465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Impala
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.25)
Electrical System	GM	Std. Single Point
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'64 Impala
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	130 lb/in Coil
Springs (Rear)	Gifford	110 lb/in Coil
Sway Bar Front	Potter	130 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	2-Speed Powerglide
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'64 Chevrolet Impala SS

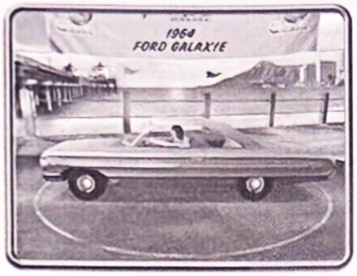
1964
CHEVROLET IMPALA SS

Class: Muscle
Price: $26,610
Total Mass: 1,548.1392

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Impala SS
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Large Valve Wedge (10.5)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	327-V8
Exhaust Manifold	Chevrolet	Ram's Horn
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'64 Impala
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.64 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	140 lb/in Coil
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'64 Ford Galaxie

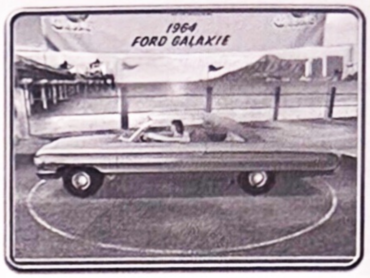


Class: Muscle
Price: $10,144
Total Mass: 1,613.58

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Galaxie
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	2V (300 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Wedge (10.0)
Electrical System	Marinn	Stock
Engine Block	Ford	289-V8
Exhaust Manifold	Ford	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Ford	'64 Galaxie 500 Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Stock
Lubrication System	Ford	Small Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.00 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Late 3 spd. Manual
Valve Train	Ford	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'64 Ford Galaxie

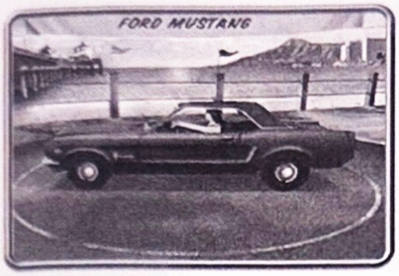


Class: Muscle
Price: $10,244
Total Mass: 1,619.58

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Galaxie
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	2V (300 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Wedge (10.0)
Electrical System	Marinn	Stock
Engine Block	Ford	289-V8
Exhaust Manifold	Ford	Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'64 Galaxie 500 Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Stock
Lubrication System	Ford	Small Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.00 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	C-4 Auto
Valve Train	Ford	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

’65 Ford Mustang

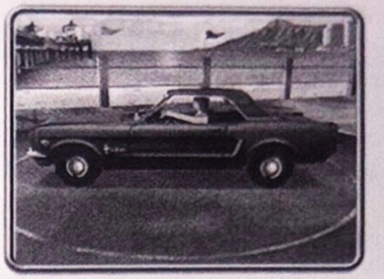


Class: Muscle
Price: $25,905
Total Mass: 1,134.8169

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Mustang
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	2V (300 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Wedge (10.0)
Electrical System	Marinn	Stock
Engine Block	Ford	289-V8
Exhaust Manifold	Ford	Stock
Exhaust Pipe	Manley	1.625″ Treated Iron Single
Hood	Ford	’70 Mustang Hood
Horn	Ford	’64 Ford Mustang
Intake Manifold	Ford	Stock
Lubrication System	Ford	Small Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.25 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	110 lb/in Leaf Spring
Sway Bar Front	Potter	140 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	C-4 Auto
Valve Train	Ford	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

’65 Ford Mustang



Class: Muscle
Price: $100,000
Total Mass: 1,115.8169

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Mustang
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	2V (300 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Wedge (10.0)
Electrical System	Marinn	Stock
Engine Block	Ford	289-V8
Exhaust Manifold	Ford	Stock
Exhaust Pipe	Manley	1.625″ Treated Iron Single
Hood	Ford	’70 Mustang Hood
Horn	Ford	’64 Ford Mustang
Intake Manifold	Ford	Stock
Lubrication System	Ford	Small Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.25 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Late 3 spd. Manual
Valve Train	Ford	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'66 Pontiac GTO

1966
PONTIAC GTO

Class: Muscle
Price: $25,000
Total Mass: 1,537.7965

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Pontiac	GTO
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Pontiac	Stock
Carburetor	Rochester	Quadrajet 4V (715 cfm)
Connecting Rods	Pontiac	Stock CI
Cooling System	US Radiator	Stock
Crankshaft	Pontiac	Stock
Cylinder Head	Pontiac	Wedge (10.75)
Electrical System	GM	Perf. Dual Point
Engine Block	Pontiac	389-V8
Exhaust Manifold	Pontiac	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Pontiac	'66 GTO
Horn	GM	GMC
Intake Manifold	Pontiac	Stock
Lubrication System	Pontiac	Stock
Muffler	Coatili	Stock
Pistons	Pontiac	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	4-Speed Manual Close
Valve Train	Pontiac	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'66 Pontiac GTO

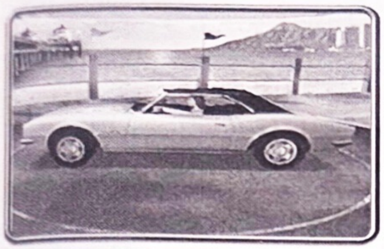
1966
PONTIAC GTO

Class: Muscle
Price: $28,696
Total Mass: 1,551.5965

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Pontiac	GTO
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Pontiac	Stock
Carburetor	Rochester	Quadrajet 4V (715 cfm)
Connecting Rods	Pontiac	Stock CI
Cooling System	US Radiator	Stock
Crankshaft	Pontiac	Stock
Cylinder Head	Pontiac	Wedge (10.75)
Electrical System	GM	Perf. Dual Point
Engine Block	Pontiac	389-V8
Exhaust Manifold	Pontiac	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Pontiac	66 GTO
Horn	GM	GMC
Intake Manifold	Pontiac	Stock
Lubrication System	Pontiac	Stock
Muffler	Coatili	Stock
Pistons	Pontiac	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	130 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Sway Bar Front	Potter	150 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Pontiac	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'67 Chevrolet Camaro



Class: Muscle
Price: $35,000
Total Mass: 1,318.483

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Camaro
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Large Valve Wedge (10.5)
Electrical System	GM	Std. Dual Point
Engine Block	Chevrolet	327-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'67 Camaro
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	130 lb/in Leaf Spring
Sway Bar Front	Potter	130 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Powerglide Automatic
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Slotted Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Slotted Rim

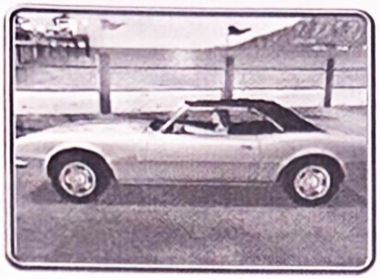
'67 Chevrolet Camaro

Class: Muscle
Price: $40,978
Total Mass: 1,316.883

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Camaro
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Large Valve Wedge (10.5)
Electrical System	GM	Std. Dual Point
Engine Block	Chevrolet	327-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'67 Camaro
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3-Speed Std. Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Slotted Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Slotted Rim

'67 Chevrolet Camaro RS

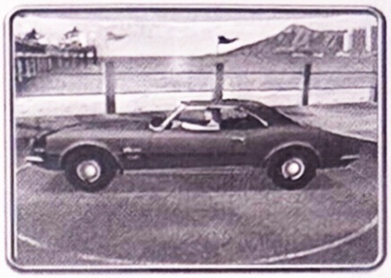


Class: Muscle
Price: $46,618
Total Mass: 1,327.1465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Camaro RS
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Rochester	Quadrajet 4V (600 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (10.25)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	350-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'67 Camaro
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	140 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'67 Chevrolet Camaro SS

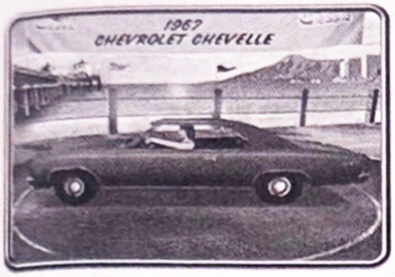


Class: Muscle
Price: $46,513
Total Mass: 1,323.201

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Camaro SS
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Rochester	4G 4V (600 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (10.25)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	350-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	SS-396 Scoop
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Forged Aluminum
Rear End	Dana	3.70 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'67 Chevrolet Chevelle

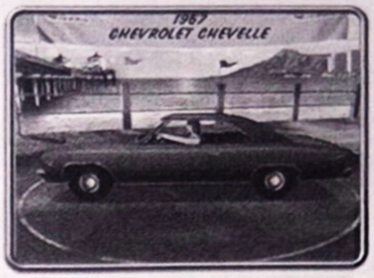


Class: Muscle
Price: $11,387
Total Mass: 1,418.583

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Chevelle
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.25)
Electrical System	GM	Std. Dual Point
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'67 Chevelle
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	140 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'67 Chevrolet Chevelle



Class: Muscle
Price: $11,490
Total Mass: 1,416.783

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Chevelle
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.25)
Electrical System	GM	Std. Dual Point
Engine Block	Chevrolet	283-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'67 Chevelle
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3-Speed Std. Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'67 Chevrolet Chevelle SS

1967
CHEVROLET CHEVELLE SS

Class: Muscle
Price: $32,436
Total Mass: 1,479.636

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Chevelle SS
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Rochester	Quadrajet 4V (600 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Canted (10.25)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	396-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	SS-396 Scoop
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Big Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.70 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	140 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

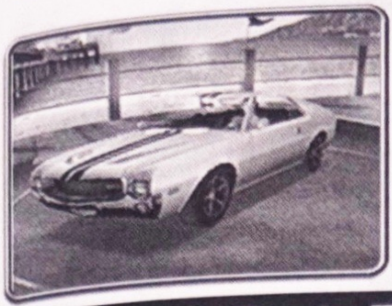
'69 AMC AMX

Class: Muscle
Price: $50,000
Total Mass:1,403.0212

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	AMC	AMX
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	AMC	Stock
Carburetor	Carter	AFB 4V (400 cfm)
Connecting Rods	AMC	Stock
Cooling System	US Radiator	Stock
Crankshaft	AMC	Stock
Cylinder Head	AMC	Stock (10.0)
Electrical System	Marinn	Stock
Engine Block	AMC	290-V8
Exhaust Manifold	AMC	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	AMC	'69 AMX
Horn	EA	Cuda B
Intake Manifold	AMC	Stock
Lubrication System	AMC	Stock
Muffler	Coatili	Stock
Pistons	AMC	Stock
Rear End	Dana	3.54 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	130 lb/in Leaf Spring
Sway Bar Front	Potter	160 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chrysler	Shift-Command Auto
Valve Train	AMC	Stock
Wheel Rims (Front)	Kelsey - Hayes	Magnum Star
Wheel Rims (Rear)	Kelsey - Hayes	Magnum Star

'69 AMC Big Bad AMX

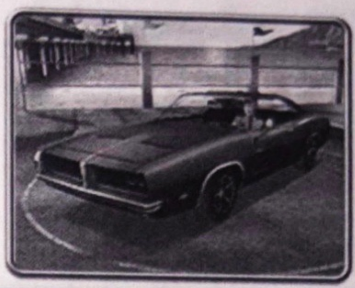


Class: Muscle
Price: $29,158
Total Mass: 1,398.395

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	AMC	AMX
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Org HT Disk
Brakes (Rear)	AC Delco	11 x 2 Org HT Disk
Camshaft	AMC	Stock
Carburetor	Rochester	Quadrajet 4V (715 cfm)
Connecting Rods	AMC	Group 19
Cooling System	US Radiator	Cool-Flo
Crankshaft	AMC	Group 19
Cylinder Head	AMC	Stock (10.0)
Electrical System	Accel	Bulletproof Breakerless
Engine Block	AMC	390-V8
Exhaust Manifold	AMC	Rebel Machine
Exhaust Pipe	Manley	1.625″ Cast Iron Single
Hood	AMC	'69 AMX
Horn	Plymouth	Fury
Intake Manifold	AMC	Rebel Machine
Lubrication System	AMC	Stock
Muffler	Coatili	Stock
Pistons	AMC	Group 19
Rear End	Dana	3.50 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chrysler	Shift-Command Auto
Valve Train	AMC	Stock
Wheel Rims (Front)	Kelsey - Hayes	Magnum Star
Wheel Rims (Rear)	Kelsey - Hayes	Magnum Star

'69 Dodge Charger



Class: Muscle
Price: $50,000
Total Mass: 1,486.7169

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Dodge	Charger
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chrysler	Stock
Carburetor	Carter	2V (400 cfm)
Connecting Rods	Chrysler	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chrysler	Stock
Cylinder Head	Chrysler	Wedge (9.2)
Electrical System	Marinn	Stock
Engine Block	Chrysler	318-V8
Exhaust Manifold	Chrysler	Stock
Exhaust Pipe	Manley	1.625″ Cast Iron Single
Hood	Dodge	'69 Charger
Horn	Plymouth	Fury
Intake Manifold	Chrysler	Dual Plane
Lubrication System	Chrysler	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chrysler	Stock
Rear End	Dana	3.23 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Sway Bar Front	Potter	160 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Bully	727 Torqueflite
Valve Train	Chrysler	Stock
Wheel Rims (Front)	Kelsey - Hayes	Magnum Star
Wheel Rims (Rear)	Kelsey - Hayes	Magnum Star

'69 Ford Torino GT

Motor City
1969
FORD TORINO GT

Class: Muscle
Price: $50,000
Total Mass: 1,465.0521

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Torino GT
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	2V (300 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Wedge (10.0)
Electrical System	Marinn	Stock
Engine Block	Ford	302-V8
Exhaust Manifold	Ford	Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'69 Torino Hood w/Scoop
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Stock
Lubrication System	Ford	Small Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.91 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	140 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Sway Bar Front	Potter	150 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	Cruise-o-matic Auto.
Valve Train	Ford	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

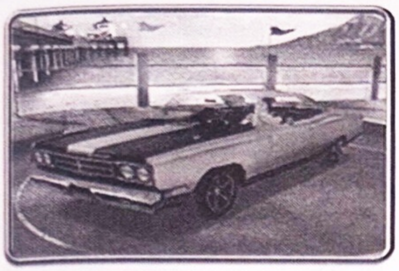
'69 Plymouth Road Runner

Class: Muscle
Price: $29,179
Total Mass: 1,551.2019

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Plymouth	Rd. Runner
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chrysler	HP
Carburetor	Carter	AVS 4V (700 cfm)
Connecting Rods	Chrysler	Stock Rod
Cooling System	US Radiator	Stock
Crankshaft	Chrysler	Stock
Cylinder Head	Chrysler	Wedge (10.0)
Electrical System	Chrysler	Perf. Dual Point
Engine Block	Chrysler	383-V8
Exhaust Manifold	Chrysler	HP
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Plymouth	'69 Road Runner
Horn	Plymouth	Fury
Intake Manifold	Chrysler	Dual Plane
Lubrication System	Chrysler	Big Block Stock
Muffler	Coatili	Stock
Pistons	Chrysler	Forged Aluminum
Rear End	Dana	3.23 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Sway Bar Front	Potter	140 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Borg - Warner	T-10 4 spd. Manual
Valve Train	Chrysler	Stock
Wheel Rims (Front)	Kelsey - Hayes	Magnum Star
Wheel Rims (Rear)	Kelsey - Hayes	Magnum Star

'69 Plymouth Road Runner

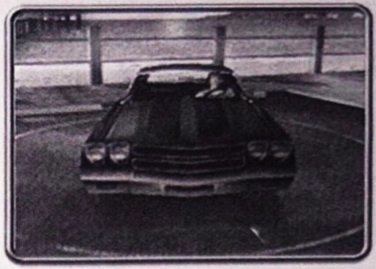


Class: Muscle
Price: $100,000
Total Mass: 1,549.5019

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Plymouth	Rd. Runner
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chrysler	HP
Carburetor	Carter	AVS 4V (700 cfm)
Connecting Rods	Chrysler	Stock Rod
Cooling System	US Radiator	Stock
Crankshaft	Chrysler	Stock
Cylinder Head	Chrysler	Wedge (10.0)
Electrical System	Chrysler	Perf. Dual Point
Engine Block	Chrysler	383-V8
Exhaust Manifold	Chrysler	HP
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Plymouth	'69 Road Runner
Horn	Plymouth	Fury
Intake Manifold	Chrysler	Dual Plane
Lubrication System	Chrysler	Big Block Stock
Muffler	Coatili	Stock
Pistons	Chrysler	Forged Aluminum
Rear End	Dana	3.23 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Leaf
Sway Bar Front	Potter	160 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Bully	727 Torqueflite
Valve Train	Chrysler	Stock
Wheel Rims (Front)	Kelsey - Hayes	Magnum Star
Wheel Rims (Rear)	Kelsey - Hayes	Magnum Star

'70 Chevrolet Chevelle



Class: Muscle
Price: $21,982
Total Mass: 1,506.183

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Chevelle
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (400 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.0)
Electrical System	GM	Std. Dual Point
Engine Block	Chevrolet	307-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'70 Chevelle
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	110 lb/in Coil
Sway Bar Front	Potter	130 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3 spd. Close Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'70 Chevrolet El Camino

1970
CHEVROLET EL CAMINO

Class: Muscle
Price: $17,266
Total Mass: 1,554.583

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	El Camino
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Drum
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (400 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.0)
Electrical System	GM	Std. Dual Point
Engine Block	Chevrolet	307-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'70 El Camino
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	160 lb/in Coil
Springs (Rear)	Gifford	130 lb/in Coil
Sway Bar Front	Potter	130 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3 spd. Close Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Slotted Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Slotted Rim

'70 Chevrolet El Camino SS

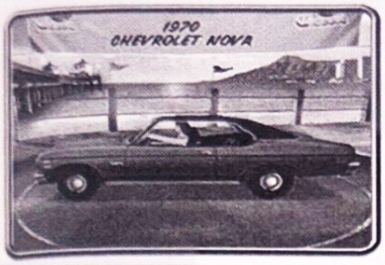
Motor City Online
1970
CHEVROLET EL CAMINO

Class: Muscle
Price: $27,882
Total Mass: 1,609.936

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	El Camino SS
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Rochester	Quadrajet 4V (600 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Canted (10.25)
Electrical System	Marinn	Stock
Engine Block	Chevrolet	396-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'70 El Camino
Horn	EA	El Camino A
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Big Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.70 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	160 lb/in Coil
Springs (Rear)	Gifford	150 lb/in Coil
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'70 Chevrolet Nova

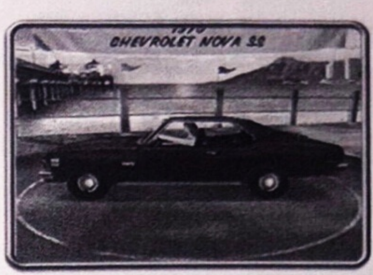


Class: Muscle
Price: $13,796
Total Mass: 1,448.283

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Nova
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Carter	AFB 4V (400 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.0)
Electrical System	GM	Std. Dual Point
Engine Block	Chevrolet	307-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'70 Nova
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.10 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	100 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Sway Bar Front	Potter	130 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	3 spd. Close Ratio
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'70 Chevrolet Nova SS

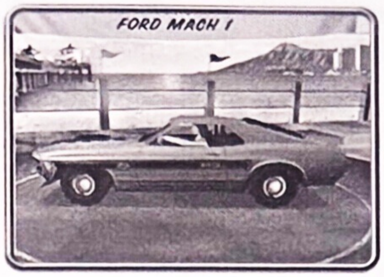


Class: Muscle
Price: $31,321
Total Mass: 1,447.995

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Chevrolet	Nova SS
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chevrolet	Stock
Carburetor	Rochester	Quadrajet 4V (500 cfm)
Connecting Rods	Chevrolet	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chevrolet	Stock
Cylinder Head	Chevrolet	Wedge (9.0)
Electrical System	Accel	Bulletproof Breakerless
Engine Block	Chevrolet	350-V8
Exhaust Manifold	Chevrolet	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Chevrolet	'70 Nova
Horn	GM	GMC
Intake Manifold	Chevrolet	Stock
Lubrication System	Chevrolet	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chevrolet	Stock
Rear End	Dana	3.50 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	140 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Chevrolet	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'70 Ford Mach 1

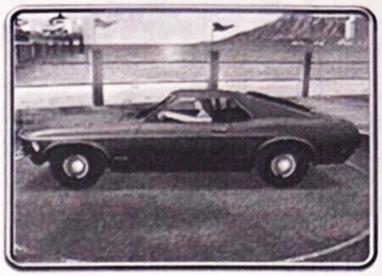


Class: Muscle
Price: $35,000
Total Mass: 1,274.3465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Mach 1
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Ford	HP
Carburetor	Autolite	2100 2V (600 cfm)
Chin Spoiler	Vich	Aera 25
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Wedge (9.0)
Electrical System	Marinn	Stock
Engine Block	Ford	351-V8 Windsor
Exhaust Manifold	Ford	Stock
Exhaust Pipe	Manley	1.625" Treated Iron Dual
Hood	Ford	'70 Mustang Factory Scoop
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Stock
Lubrication System	Ford	Small Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.55 Locking
Rear Spoiler	Vich	Aera 25
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	C-4 Auto
Valve Train	Ford	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

'70 Ford Mustang



Class: Muscle
Price: $20,000
Total Mass: 1,244.401

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Ford	Mustang
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Ford	Stock
Carburetor	Autolite	2V (300 cfm)
Connecting Rods	Ford	Stock
Cooling System	US Radiator	Stock
Crankshaft	Ford	Stock
Cylinder Head	Ford	Wedge (10.0)
Electrical System	Marinn	Stock
Engine Block	Ford	302-V8
Exhaust Manifold	Ford	Stock
Exhaust Pipe	Manley	1.625" Treated Iron Single
Hood	Ford	'70 Mustang Hood
Horn	Ford	'64 Ford Mustang
Intake Manifold	Ford	Stock
Lubrication System	Ford	Small Block Stock
Muffler	Coatili	Stock
Pistons	Ford	Stock
Rear End	Dana	3.70 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	120 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Ford	C-4 Auto
Valve Train	Ford	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

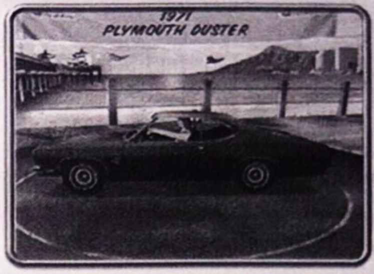
'70 Plymouth Cuda

Class: Muscle
Price: $20,000
Total Mass: 1,573.78

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Plymouth	Cuda
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Drum
Brakes (Rear)	AC Delco	11 x 2 Organic Drum
Camshaft	Chrysler	Stock
Carburetor	Carter	AVS 4V (600 cfm)
Connecting Rods	Chrysler	Stock Rod
Cooling System	Chrysler	Big Block Standard
Crankshaft	Chrysler	Stock
Cylinder Head	Chrysler	Wedge (9.6)
Electrical System	Chrysler	Std. Dual Point
Engine Block	Chrysler	383-V8
Exhaust Manifold	Chrysler	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Dual
Hood	Plymouth	1970 Plymouth Cuda Scoop
Horn	EA	Cuda A
Intake Manifold	Chrysler	Dual Plane
Lubrication System	Chrysler	Big Block Stock
Muffler	Coatili	Stock
Pistons	Chrysler	Stock
Rear End	Dana	3.50 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	130 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Bully	727 Torqueflite
Valve Train	Chrysler	Stock
Wheel Rims (Front)	Kelsey - Hayes	Rally Roller
Wheel Rims (Rear)	Kelsey - Hayes	Rally Roller

'71 Plymouth 340 Duster

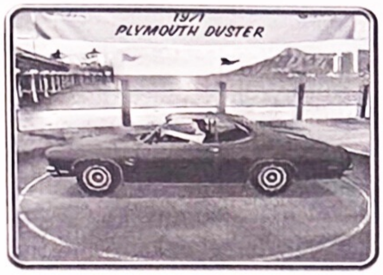


Class: Muscle
Price: $40,731
Total Mass: 1,323.995

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Plymouth	340 Duster
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Chrysler	Stock
Carburetor	Carter	AVS 4V (600 cfm)
Connecting Rods	Chrysler	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chrysler	Stock
Cylinder Head	Chrysler	Wedge (10.5)
Electrical System	Chrysler	Std. Dual Point
Engine Block	Chrysler	340-V8
Exhaust Manifold	Chrysler	Stock
Exhaust Pipe	Manley	1.75" Cast Iron Dual
Hood	Plymouth	'71 Duster
Horn	Plymouth	Fury
Intake Manifold	Chrysler	Dual Plane
Lubrication System	Chrysler	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chrysler	Stock
Rear End	Dana	3.50 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	140 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Bully	727 Torqueflite
Valve Train	Chrysler	Stock
Wheel Rims (Front)	Kelsey - Hayes	Rally Roller
Wheel Rims (Rear)	Kelsey - Hayes	Rally Roller

'71 Plymouth Duster



Class: Muscle
Price: $14,739
Total Mass: 1,333.4465

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Plymouth	Duster
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	10 x 2 Org HT Drum
Brakes (Rear)	AC Delco	9 x 2 Organic Drum
Camshaft	Chrysler	Stock
Carburetor	Carter	2V (400 cfm)
Connecting Rods	Chrysler	Stock
Cooling System	US Radiator	Stock
Crankshaft	Chrysler	Stock
Cylinder Head	Chrysler	Wedge (9.2)
Electrical System	Marinn	Stock
Engine Block	Chrysler	318-V8
Exhaust Manifold	Chrysler	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Plymouth	'71 Duster
Horn	Plymouth	Fury
Intake Manifold	Chrysler	Dual Plane
Lubrication System	Chrysler	Small Block Stock
Muffler	Coatili	Stock
Pistons	Chrysler	Stock
Rear End	Dana	3.55 Locking
Shocks (Front)	Pro - Formance	ND (0.3)
Shocks (Rear)	Pro - Formance	ND (0.3)
Springs (Front)	Gifford	120 lb/in Coil
Springs (Rear)	Gifford	110 lb/in Leaf Spring
Sway Bar Front	Potter	150 Nm
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Bully	727 Torqueflite
Valve Train	Chrysler	Stock
Wheel Rims (Front)	Kelsey - Hayes	Rally Roller
Wheel Rims (Rear)	Kelsey - Hayes	Rally Roller

'73 Pontiac Firebird

1973
PONTIAC FIREBIRD

Class: Muscle
Price: $50,000
Total Mass: 1,479.745

Stock Parts Breakdown

Part	Manufacturer	Model
Air Cleaner	AC Delco	Stock
Body	Pontiac	Firebird
Brake Set	EA	Generic Brake Set
Brakes (Front)	AC Delco	11 x 2 Organic Disk
Brakes (Rear)	AC Delco	10 x 2 Organic Drum
Camshaft	Pontiac	Stock
Carburetor	Rochester	Monojet 2V (600 cfm)
Connecting Rods	Pontiac	Stock CI
Cooling System	US Radiator	Stock
Crankshaft	Pontiac	Stock
Cylinder Head	Pontiac	Wedge (8.6)
Electrical System	GM	Std. Electronic
Engine Block	Pontiac	350-V8
Exhaust Manifold	Pontiac	Stock
Exhaust Pipe	Manley	1.625" Cast Iron Single
Hood	Pontiac	'73 Firebird
Horn	Pontiac	Firebird A
Intake Manifold	Pontiac	Stock
Lubrication System	Pontiac	Stock
Muffler	Coatili	Stock
Pistons	Pontiac	Stock
Rear End	Dana	3.50 Locking
Shocks (Front)	Pro - Formance	HD (0.3)
Shocks (Rear)	Pro - Formance	HD (0.3)
Springs (Front)	Gifford	150 lb/in Coil
Springs (Rear)	Gifford	140 lb/in Leaf Spring
Tires (Front)	Goodyear	225/60/16 Radial
Tires (Rear)	Goodyear	225/60/16 Radial
Top Style	EA	Hardtop
Transmission	Chevrolet	Turbo Hydra-Matic 350
Valve Train	Pontiac	Stock
Wheel Rims (Front)	Kelsey - Hayes	Steel Rim
Wheel Rims (Rear)	Kelsey - Hayes	Steel Rim

Parts Catalog

Air Cleaners

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AC Delco	Stock Oil Bath	5	1,800	$41	1	Light
AC Delco	Stock	6	1,800	$56	1	Normal
Edelbrock	Elite Oval	5.5	1,800	$81	2	Normal
Edelbrock	Elite Round	5.5	1,800	$81	2	Normal
Edelbrock	Elite Triangular	5.5	1,800	$81	2	Normal
Edelbrock	Pro-Flo Oval	6.5	1,800	$126	3	Heavy
Edelbrock	Pro-Flo Round	6.5	1,800	$126	3	Heavy
Edelbrock	Pro-Flo Triangular	6.5	1,800	$126	3	Heavy
Hall	Flow-rite	7	1,800	$101	2	Heavy
Holley	Hi-Tek	7	1,800	$101	2	Heavy

Air Scoops

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Acio	Dual Flared VS	3	8,820	$288	2	Normal
Acio	Dual Highboy VS	3	8,820	$288	2	Normal
Acio	Dual Classic VS	3	8,820	$288	2	Normal
Acio	Triple Flared VS	3	8,820	$288	2	Normal
Acio	Triple Highboy VS	3	8,820	$288	2	Normal
Acio	Triple Classic VS	3	8,820	$288	2	Normal
Acio	Quad Flared VS	4	11,760	$318	2	Normal
Acio	Quad Highboy VS	4	11,760	$318	2	Normal
Acio	Quad Classic VS	4	11,760	$318	2	Normal
Acio	“8-barrel” Flared VS	4	11,760	$318	2	Normal
Acio	“8-barrel” Highboy VS	4	11,760	$318	2	Normal
Acio	“8-barrel” Classic VS	4	11,760	$318	2	Normal
Acio	Flared Velocity Stack	3	8,820	$288	2	Normal
Acio	Highboy VS	3	8,820	$288	2	Normal
Acio	Classic VS	3	8,820	$288	2	Normal
Holley	Hilborn	5	5,520	$655	3	Normal
Oldsmobile	W30 Forced Air	5	7,050	$470	2	Normal
Pontiac	Ram Air Induction	5	7,050	$470	2	Normal
Vich	Impeller	4	5,640	$556	3	Normal
Vich	Sipper	2	5,880	$359	1	Normal
Vich	Slipstream	3	5,760	$458	2	Normal

Blowers

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Holley	Pro-Street	20	288	$5,061	2	Normal
Lindstrom	P05	18	294	$4,532	1	Normal

Brakes

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AC Delco	10 x 2 Org Disk	5	570	$138	1	Normal
AC Delco	10 x 2 Metallic Disk	5	513	$333	2	Normal
AC Delco	10 x 2 Org HT Disk	5	627	$169	1	Normal
AC Delco	10 x 2 Organic Drum	5	600	$116	1	Normal
AC Delco	10 x 2 Org HT Drum	5	660	$147	1	Normal
AC Delco	11 x 2 Org Disk	6.1	570	$232	2	Normal
AC Delco	11 x 2 Org HT Disk	6.1	627	$263	2	Normal
AC Delco	11 x 2 SM Disk	6.1	542	$329	2	Normal
AC Delco	11 x 2 Metallic Disk	6.1	513	$426	2	Normal
AC Delco	11 x 2 Organic Drum	6.1	600	$210	1	Normal
AC Delco	11 x 2 SM Drum	6.1	570	$307	2	Normal
AC Delco	11 x 2 Org HT Drum	6.1	660	$241	1	Normal
AC Delco	9 x 2 Metallic Disk	4.1	513	$301	2	Normal
AC Delco	9 x 2 Organic Disk	4.1	570	$107	1	Normal
AC Delco	9 x 2 Org HT Disk	4.1	627	$138	1	Normal
AC Delco	9 x 2 SM Disk	4.1	542	$204	2	Normal
AC Delco	9 x 2 Metal Disk ABS	4.5	763	$826	3	Normal
AC Delco	9 x 2 Organic Drum	4.1	600	$85	1	Normal
AC Delco	9 x 2 Org HT Drum	4.1	660	$116	1	Normal
Ansman	10 x 2 Metal Disk ABS	5	763	$858	3	Normal
Ansman	11 x 2 Metal Disk ABS	6.1	763	$951	3	Normal
Ansman	12 x 2 Metal Disk ABS	7.7	763	$1,108	3	Normal
Ansman	13 x 2 Metal Disk ABS	9.3	763	$1,326	3	Normal
Ansman	14 x 2 Organic Disk	9.9	570	$888	3	Normal
Ansman	14 x 2 Org HT Disk	9.9	627	$919	3	Normal
Ansman	14 x 2 Org Drum	9.9	600	$866	3	Normal
Ansman	14 x 2 Org HT Drum	9.9	660	$897	3	Normal
Bendix	12 x 2 Org HT Disk	7.2	627	$419	2	Normal
Bendix	12 x 2 Metallic Disk	7.2	513	$583	3	Normal
Bendix	12 x 2 SM Disk	7.2	542	$485	2	Normal
Bendix	12 x 2 Organic Drum	7.2	600	$366	1	Normal
Bendix	12 x 2 SM Drum	7.2	570	$463	2	Normal
Bendix	12 x 2 Org HT Drum	7.2	660	$397	2	Normal
Bendix	12 x 2 Organic Disk	7.2	570	$388	2	Normal
Bendix	13 x 2 Organic Disk	8.8	570	$607	3	Normal
Bendix	13 x 2 Org HT Disk	8.8	627	$638	3	Normal
Bendix	13 x 2 SM Disk	8.8	542	$704	3	Normal
Bendix	13 x 2 Metallic Disk	8.8	513	$801	3	Normal
Bendix	13 x 2 Organic Drum	8.8	600	$585	3	Normal
Bendix	13 x 2 Org HT Drum	8.8	660	$616	3	Normal

Camshafts

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Group 19	10	1,484	$1,330	2	Heavy
AMC	SS/AMX	10	1,149	$1,694	3	Heavy
AMC	Stock	10	2,924	$442	1	Normal
AMC	WG	10	2,397	$483	2	Normal
Buick	Stock 322	12	2,264	$500	1	Normal
Buick	Stock 401	12	2,268	$499	1	Normal
Buick	Stock 425	12	2,223	$506	1	Normal
Cadillac	Midrange	12	1,389	$1,085	2	Normal
Cadillac	Stock	12	1,499	$1,052	1	Normal
Cadillac	Stock	12	2,386	$462	1	Normal
Chevrolet	57 Corvette	10	2,720	$454	1	Normal
Chevrolet	HP LS7	12	1,097	$1,725	3	Heavy
Chevrolet	HP	12	1,356	$1,096	2	Normal
Chevrolet	HP Duntov	10	1,433	$1,572	3	Heavy
Chevrolet	HP	10	1,547	$1,040	2	Normal
Chevrolet	HP	12	1,411	$1,078	2	Normal
Chevrolet	Midrange	12	1,368	$1,092	2	Normal
Chevrolet	Special Stock	10	2,553	$467	1	Normal
Chevrolet	Stock	12	2,421	$480	1	Normal
Chevrolet	Stock	12	2,668	$457	1	Normal
Chevrolet	Stock	10	2,881	$444	1	Normal
Chevrolet	Stock Hi-Lift	10	2,634	$460	1	Normal
Chevrolet	Z11	12	1,110	$1,717	3	Heavy
Chrysler	HP	12	1,388	$1,086	2	Normal
Chrysler	Max Wedge I	12	1,388	$1,086	2	Normal
Chrysler	Max Wedge III	12	1,074	$1,740	3	Heavy
Chrysler	Midrange	12	1,511	$1,049	2	Normal
Chrysler	Stock	12	2,382	$485	1	Normal
Chrysler	Barracuda	10	2,541	$734	1	Normal
Chrysler	Stock	10	2,548	$467	1	Normal
Crane	PowerMax	12	1,558	$2,786	2	Heavy
Crane	PowerMax	10	1,624	$2,742	2	Heavy
Crane	PowerMax	12	1,493	$2,835	2	Heavy
Crane	PowerMax	10	1,578	$2,772	2	Heavy
Crane	PowerMax	12	1,430	$2,890	2	Heavy
Crane	PowerMax	12	1,578	$2,772	2	Heavy
Crane	PowerMax	10	1,480	$2,846	2	Heavy
Crane	PowerMax	12	1,578	$2,772	2	Heavy
Crane	Sat. Night Special	12	1,210	$3,520	3	Heavy
Crane	Sat. Night Special	10	1,267	$3,458	3	Heavy
Crane	Sat. Night Special	12	1,210	$3,520	3	Heavy
Crane	Sat. Night Special	12	1,147	$3,597	3	Heavy
Crane	Sat. Night Special	10	1,267	$3,458	3	Heavy
Crane	Sat. Night Special	12	1,226	$3,501	3	Heavy
Crane	Sat. Night Special	12	1,210	$3,520	3	Heavy
Crane	Sat. Night Special	10	1,233	$3,494	3	Heavy
Dunbar	Nailhead HP	12	1,663	$1,014	2	Normal
Dunbar	Power Plus	12	1,610	$1,003	2	Normal

Camshafts continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Edelbrock	Performer Plus	10	1,552	$1,308	3	Heavy
Edelbrock	Performer Plus	10	1,512	$1,320	3	Heavy
Edelbrock	Performer Plus	10	1,417	$1,355	3	Heavy
Edelbrock	Performer Plus	12	1,388	$1,367	3	Heavy
Edelbrock	Performer Plus	10	1,417	$1,355	3	Heavy
Edelbrock	Performer RPM	12	1,338	$1,388	2	Heavy
Edelbrock	Performer RPM	12	1,147	$1,494	2	Heavy
Edelbrock	Performer RPM	12	1,387	$1,367	2	Heavy
Edelbrock	Performer RPM	10	1,283	$1,414	2	Heavy
Edelbrock	Performer RPM	10	1,307	$1,403	2	Heavy
Edelbrock	Performer RPM	12	1,151	$1,491	2	Heavy
Edelbrock	Performer RPM	10	1,307	$1,403	2	Heavy
Edelbrock	Torker-Plus	10	1,272	$1,632	3	Heavy
Edelbrock	Torker-Plus	10	1,169	$1,683	3	Heavy
Edelbrock	Torker-Plus	12	1,003	$1,791	3	Heavy
Edelbrock	Torker-Plus	12	1,197	$1,668	3	Heavy
Edelbrock	Torker-Plus	10	1,179	$1,678	3	Heavy
Edelbrock	Torker-Plus	12	1,189	$1,672	3	Heavy
Edelbrock	Torker-Plus	12	1,056	$1,752	3	Heavy
Ford	Boss	12	1,269	$2,187	3	Heavy
Ford	88	12	2,037	$960	2	Normal
Ford	E4 Low Range	12	1,533	$939	2	Normal
Ford	HO	12	1,328	$1,106	2	Normal
Ford	HO	10	2,077	$531	2	Normal
Ford	HP	10	1,577	$1,033	2	Normal
Ford	HO Mild	12	1,283	$1,124	2	Normal
Ford	PI	12	1,309	$1,402	2	Heavy
Ford	Power	10	2,006	$963	2	Normal
Ford	Special	12	2,003	$545	1	Normal
Ford	Special Stock	10	2,638	$460	1	Normal
Ford	Stock	12	2,279	$498	1	Normal
Ford	Stock	10	2,743	$452	1	Normal
Ford	Stock	10	3,669	$416	1	Normal
Ford	Stock	10	2,399	$483	1	Normal
Ford	Stock	12	2,963	$396	1	Normal
Ford	Stock	12	2,157	$516	1	Normal
Ford	Truck	12	2,397	$435	1	Normal
Fyne Grind	Street 36	12	2,653	$413	1	Normal
Fyne Grind	Street 39	12	2,470	$427	1	Normal
Fyne Grind	Street 40	12	2,415	$433	1	Normal
Fyne Grind	Street 45	12	2,173	$514	2	Normal
Fyne Grind	Street 47	12	2,080	$530	2	Normal
Fyne Grind	Street 48	12	2,038	$538	2	Normal
Fyne Grind	Super 39	12	1,714	$1,385	2	Normal
Fyne Grind	Super 40	12	1,672	$1,396	2	Normal
Fyne Grind	Super 43	12	1,575	$1,426	2	Normal
Fyne Grind	Super 44	12	1,532	$1,441	2	Normal
Fyne Grind	Super 47	12	1,387	$1,086	3	Normal
Fyne Grind	Super 49	12	1,330	$1,106	3	Normal
Fyne Grind	Ultra 44	12	1,439	$2,363	3	Normal

Camshafts continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Fyne Grind	Ultra 48	12	1,324	$2,432	3	Normal
Leland	L-Head HP	12	1,605	$1,026	2	Normal
Leland	Highway Plus	12	2,169	$514	1	Normal
Leland	Power Plus	12	1,568	$1,012	2	Normal
Leland	Streeter	12	2,116	$524	2	Normal
Oldfield	New Boss	12	1,686	$1,547	3	Normal
Oldfield	New Boss	11	1,280	$1,730	3	Normal
Oldfield	Street King	11	2,493	$473	2	Normal
Oldfield	Street King	12	2,003	$545	2	Normal
Pontiac	HO	12	1,378	$1,089	2	Normal
Pontiac	Midrange	12	1,367	$1,092	2	Normal
Pontiac	Ram Air I	12	1,599	$1,028	2	Normal
Pontiac	Ram Air IV	12	1,390	$1,084	3	Normal
Pontiac	SD	12	1,143	$1,697	3	Heavy
Pontiac	SD	12	1,067	$1,745	3	Heavy
Pontiac	Stock	12	2,535	$468	1	Normal
Pontiac	Trophy (HP)	12	1,373	$1,091	2	Normal
Pontiac	m/t Stock	12	1,598	$1,028	1	Normal
Reed	TorqueMaster	10	1,771	$2,111	2	Normal
Reed	XLH	10	1,282	$2,734	3	Normal

Carburetors

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Autolite	2100 2V (356 cfm)	2	2,444	$118	1	Normal
Autolite	2100 2V (424 cfm)	2	2,376	$207	1	Normal
Autolite	2100 2V (600 cfm)	2	2,200	$446	1	Normal
Autolite	2V (300 cfm)	2	2,500	$50	1	Normal
Autolite	2x4V (600 cfm)	8	2,200	$621	1	Normal
Autolite	3x2V (860 cfm)	6	1,940	$1,138	2	Normal
Autolite	4100 4V (480 cfm)	4	2,320	$357	1	Normal
Autolite	4100 4V (600 cfm)	4	2,200	$521	2	Normal
Autolite	4300 4V (600 cfm)	4	2,200	$521	2	Normal
Autolite	4300D 4V (715 cfm)	4	2,085	$682	2	Normal
Autolite	4V (300 cfm)	4	2,500	$125	1	Normal
Autolite	4V (350 cfm)	4	2,450	$185	1	Normal
Autolite	4V (400 cfm)	4	2,400	$250	1	Normal
Autolite	6V Carburetor	6	2,200	$771	2	Normal
Cadillac	Tri-Pwr 3x2V (600 cfm)	6	2,200	$771	2	Normal
Carter	2V (400 cfm)	2.5	2,400	$175	1	Normal
Carter	2V (600 cfm)	2	2,200	$446	1	Normal
Carter	AFB 2x4V (800 cfm)	8	2,000	$902	3	Normal
Carter	AFB 4V (400 cfm)	4	2,400	$250	1	Normal
Carter	AFB 4V (500 cfm)	4	2,300	$384	1	Normal
Carter	AVS 4V (600 cfm)	4	2,200	$521	2	Normal
Carter	AVS 4V (700 cfm)	4	2,100	$661	1	Normal
Carter	AVS 4V (800 cfm)	4	2,000	$802	2	Normal
Carter	Tri-Pwr 3x2V (780 cfm)	6	2,020	$1,024	3	Normal

Carburetors continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Chevrolet	T- Thrust 4V (400 cfm)	4	2,400	$250	1	Normal
Edelbrock	Performer 4V (500 cfm)	3.8	2,255	$361	2	Heavy
Edelbrock	Performer 4V (600 cfm)	3.8	2,157	$514	2	Heavy
Edelbrock	Performer 4V (750 cfm)	3.8	2,010	$748	2	Heavy
Edelbrock	Perf. Q-Jet (600 cfm)	3.8	2,115	$523	2	Heavy
Edelbrock	Q-Jet (795 cfm)	3.8	1,927	$831	3	Heavy
Edelbrock	Q-Jet (850 cfm)	3.8	1,874	$919	3	Heavy
Ford	Detroit Lubricator	2	2,700	$52	1	Normal
Holley	2300 2V	2	2,307	$201	1	Heavy
Holley	3x2V (600 cfm)	6	2,115	$864	2	Heavy
Holley	3x2V (680 cfm)	6	2,038	$989	2	Heavy
Holley	3x2V (840 cfm)	6	1,884	$1,244	2	Heavy
Holley	4100 4V (600 cfm)	4	2,115	$589	2	Heavy
Holley	4100 4V (735 cfm)	4	1,985	$801	2	Heavy
Holley	4100 4V (780 cfm)	4	1,942	$873	2	Heavy
Holley	4100 4V (850 cfm)	4	1,874	$985	3	Heavy
Holley	4150 4V (650 cfm)	4	2,067	$726	2	Extra Heavy
Holley	4160 4V (1,000 cfm)	4	1,730	$1,228	3	Heavy
Holley	4300 2x4V (1,000 cfm)	8	1,730	$1,338	3	Heavy
Holley	4300 2x4V (800 cfm)	8	1,922	$1,015	3	Heavy
Holley	Dominator 2300 2V	2	2,262	$223	2	Extra Heavy
Holley	Dominator 2V (550 cfm)	2	2,121	$474	2	Extra Heavy
Holley	Dominator 2V (650 cfm)	2	2,027	$646	2	Extra Heavy
Holley	Dominator 2V (675 cfm)	2	2,003	$690	2	Extra Heavy
Holley	Dominator 2x4V	8	1,555	$1,746	3	Extra Heavy
Holley	Dominator 4V	4	1,650	$1,445	3	Extra Heavy
Holley	Dominator 4V	4	1,555	$1,626	3	Extra Heavy
Rochester	2GV 2V (200 cfm)	2.1	2,600	$51	1	Normal
Rochester	4G 4V (600 cfm)	4	2,200	$521	2	Normal
Rochester	6V (600 cfm) R	6	2,200	$771	2	Normal
Rochester	Monojet 2V (350 cfm)	2	2,450	$110	1	Normal
Rochester	Monojet 2V (400 cfm)	2	2,400	$175	1	Normal
Rochester	Monojet 2V (500 cfm)	2	2,300	$309	1	Normal
Rochester	Monojet 2V (600 cfm)	2	2,200	$446	1	Normal
Rochester	Q-Jet 2x4V (600 cfm)	8	2,200	$621	2	Normal
Rochester	Q-Jet 2x4V (800 cfm)	8	2,000	$902	3	Normal
Rochester	Quadrajet 4V (500 cfm)	4	2,300	$384	1	Normal
Rochester	Quadrajet 4V (600 cfm)	4	2,200	$521	2	Normal
Rochester	Quadrajet 4V (660 cfm)	4	2,140	$605	1	Normal
Rochester	Quadrajet 4V (715 cfm)	4	2,085	$682	2	Normal
Rochester	Tri-Pwr 3x2V (650 cfm)	6	2,150	$841	2	Normal
Stromberg	97 2V	2	2,675	$52	1	Normal

Chin Spoilers

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Vich	Aera 100	23	9,000	$940	2	Normal
Vich	Aera 25	20	9,938	$387	1	Normal
Vich	Aera 50	21	9,750	$498	1	Normal
Vich	Aera 75	22	9,438	$682	1	Normal
Vich	Boundary 125	25	8,438	$1,272	2	Normal
Vich	Boundary 150	27	7,750	$1,678	2	Normal
Vich	Boundary 175	29	6,938	$2,157	3	Normal
Vich	Boundary 200	31	6,000	$2,710	3	Normal
Vich	Boundary 225	33	4,938	$3,337	3	Normal

Connecting Rods

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Group 19	0.75	1,886	$133	1	Normal
AMC	Stock	0.75	1,786	$127	1	Normal
Buick	Nailhead 364	0.75	1,886	$146	2	Heavy
Buick	Stock	0.72	1,886	$133	1	Normal
Cadillac	Forged Steel	0.78	1,886	$133	2	Normal
Cadillac	Stock	0.82	1,786	$127	1	Normal
Cadillac	Stock BB	0.75	1,944	$163	1	Normal
Cadillac	Stock BB	0.75	1,650	$116	1	Normal
Chevrolet	400	0.75	1,886	$133	1	Normal
Chevrolet	HD FS	0.77	1,886	$146	2	Heavy
Chevrolet	Stock	0.7	1,944	$163	1	Normal
Chevrolet	Stock	0.75	1,886	$133	1	Normal
Chevrolet	Stock FS	0.75	1,886	$133	1	Normal
Chrysler	HD	0.75	1,955	$187	2	Heavy
Chrysler	Stock Rod	0.75	1,944	$163	1	Normal
Chrysler	Stock	0.75	1,886	$133	1	Normal
Duro Rod	Champion	0.65	1,932	$173	2	Heavy
Duro Rod	Champion	0.7	2,004	$185	2	Heavy
Duro Rod	Champion	0.75	2,004	$185	2	Heavy
Duro Rod	Champion	0.71	2,004	$185	2	Heavy
Duro Rod	Champion	0.82	2,016	$176	2	Heavy
Duro Rod	Champion	0.73	1,920	$151	2	Normal
Duro Rod	Champion	0.72	2,004	$185	2	Heavy
Duro Rod	Champion	0.76	2,004	$185	2	Heavy
Duro Rod	Contender	0.72	1,909	$145	1	Normal
Duro Rod	Contender	0.74	1,909	$145	1	Normal
Duro Rod	Contender	0.74	1,909	$145	1	Normal
Duro Rod	Contender	0.78	1,909	$145	1	Normal
Duro Rod	Legend	0.82	2,184	$195	3	Heavy
Duro Rod	Legend	0.7	2,004	$202	3	Extra Heavy
Duro Rod	Lightweight	0.65	2,004	$169	2	Normal
Duro Rod	Lightweight	0.8	2,016	$175	3	Normal
Duro Rod	Lightweight	0.8	2,016	$175	3	Normal
Duro Rod	Lightweight	0.8	2,016	$175	3	Normal
Duro Rod	Lightweight	0.64	2,016	$175	3	Normal
Duro Rod	Lightweight	0.65	1,992	$162	2	Normal
Duro Rod	Lightweight	0.58	1,548	$177	2	Normal
Duro Rod	Lightweight	0.66	2,016	$175	3	Normal

Connecting Rods continued

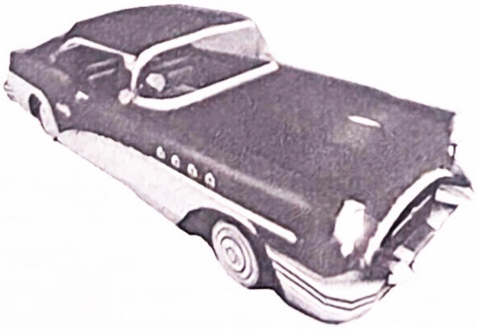
Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Duro Rod	Lightweight	0.66	2,016	$175	3	Normal
Duro Rod	Lightweight	0.8	2,016	$175	3	Normal
Duro Rod	Lightweight	0.8	2,016	$175	2	Normal
Duro Rod	Marathon	0.74	2,210	$252	2	Extra Heavy
Duro Rod	Marathon	0.7	2,210	$252	2	Extra Heavy
Duro Rod	Marathon	0.74	2,210	$231	3	Heavy
Duro Rod	Marathon	0.72	2,210	$231	3	Heavy
Duro Rod	Marathon	0.74	2,210	$231	3	Heavy
Duro Rod	Marathon	0.72	2,210	$231	3	Heavy
Duro Rod	Marathon	0.78	2,210	$231	3	Heavy
Duro Rod	Marathon	0.76	2,210	$231	3	Heavy
Duro Rod	Marathon	0.75	2,197	$222	2	Heavy
Duro Rod	Marathon	0.82	1,944	$164	1	Heavy
Duro Rod	Marathon	0.72	2,210	$231	3	Heavy
Edelbrock	Stock FS	0.75	1,886	$133	2	Normal
Ford	Boss	0.8	1,944	$180	3	Heavy
Ford	820-T	0.8	1,966	$193	3	Heavy
Ford	Boss	0.75	1,909	$160	2	Heavy
Ford	Boss 302	0.75	2,004	$185	2	Heavy
Ford	HD Capscrew	0.8	2,040	$208	2	Heavy
Ford	HP SB	0.75	1,898	$153	2	Heavy
Ford	HP 390	0.8	1,944	$180	2	Heavy
Ford	PI	0.8	1,944	$180	2	Heavy
Ford	Stock Rod	0.75	1,944	$163	1	Normal
Ford	Flathead Stock	0.75	1,580	$81	1	Light
Ford	Stock	0.82	1,955	$170	1	Normal
Ford	Stock	0.82	1,804	$125	1	Normal
Ford	Stock	0.75	1,886	$133	1	Normal
Ford	Stock	0.75	1,886	$133	1	Normal
Ford	Truck	0.82	1,891	$124	1	Normal
Hedgely	Century Special	0.76	1,886	$133	1	Normal
Hedgely	Extra Y	0.82	1,892	$124	1	Normal
Hedgely	Power I	0.78	1,992	$178	2	Heavy
Hedgely	Riviera Special	0.77	1,898	$139	2	Normal
Hedgely	T-Bird Special	0.82	1,992	$147	2	Normal
Hedgely	T351 Billet	0.73	2,210	$252	3	Extra Heavy
Lunati	Forged Aluminum	0.58	1,568	$216	2	Normal
Lunati	Forged Aluminum	0.54	1,548	$195	2	Normal
Lunati	Pro Billet	0.77	2,210	$252	3	Extra Heavy
Lunati	Pro Billet	0.67	2,210	$252	3	Extra Heavy
Lunati	Pro Billet	0.67	2,210	$252	3	Extra Heavy
Lunati	Pro Mod BB	0.67	2,028	$201	2	Heavy
Lunati	Pro Mod SB	0.625	2,028	$201	2	Heavy
Lunati	Sportsman H-Beam	0.8	2,028	$201	2	Heavy
Lunati	Sportsman H-Beam	0.7	2,004	$185	2	Heavy
Lunati	Sportsman H-Beam	0.8	2,028	$201	2	Heavy
Lunati	Sportsman H-Beam	0.72	2,040	$208	2	Heavy
Lunati	Sportsman H-Beam	0.7	2,004	$185	2	Heavy
Lunati	Sportsman H-Beam	0.8	2,028	$201	2	Heavy
Lunati	Sportsman H-Beam	0.8	2,028	$201	2	Heavy
Lunati	Street Race	0.68	2,028	$201	2	Heavy

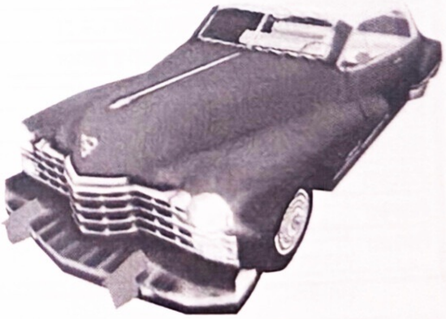
Connecting Rods continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Lunati	Street Race	0.58	2,004	$185	2	Heavy
Lunati	Street Race	0.58	2,004	$185	2	Heavy
Newcomb	Street Max	0.7	1,920	$151	2	Normal
Newcomb	Street Max	0.73	1,932	$157	2	Normal
Newcomb	Street Max	0.76	1,932	$157	2	Normal
Newcomb	Street Max	0.7	1,932	$157	2	Normal
Newcomb	Street Max	0.75	1,920	$166	2	Heavy
Newcomb	Street Max	0.6	1,548	$177	2	Normal
Newcomb	Street Max	0.73	1,932	$157	2	Normal
Newcomb	Street Max	0.73	1,932	$157	2	Normal
Newcomb	Street Max	0.72	1,932	$157	2	Normal
Newcomb	Stump Puller	0.74	1,920	$166	1	Heavy
Newcomb	Stump Puller	0.75	1,920	$166	1	Heavy
Newcomb	Stump Puller	0.75	1,920	$166	1	Heavy
Newcomb	Stump Puller	0.75	1,920	$166	1	Heavy
Newcomb	Stump Puller	0.82	2,016	$160	1	Normal
Newcomb	Stump Puller	0.78	1,920	$166	1	Heavy
Newcomb	Stump Puller	0.73	1,920	$166	1	Heavy
Newcomb	Stump Puller	0.75	1,992	$162	2	Normal
Newcomb	Super Max	0.7	2,210	$231	3	Heavy
Newcomb	Super Max	0.7	2,210	$231	3	Heavy
Newcomb	Super Max	0.7	2,210	$231	3	Heavy
Newcomb	Super Max	0.7	2,210	$231	3	Heavy
Newcomb	Super Max	0.74	2,210	$231	3	Heavy
Newcomb	Super Max	0.68	2,210	$231	3	Heavy
Newcomb	Super Max	0.78	2,184	$214	3	Heavy
Newcomb	Super Max	0.82	2,184	$177	2	Normal
Percy	Factory Lightweight	0.64	2,016	$193	3	Heavy
Percy	Replica	0.72	1,898	$139	1	Normal
Percy	Replica Street Racer	0.7	1,992	$162	2	Normal
Pontiac	Ram Air V	0.65	1,944	$163	2	Normal
Pontiac	Stock CI	0.6	1,610	$96	1	Normal
Pontiac	Stock	0.75	1,944	$163	1	Normal
Raven	Billet Steel	0.71	2,197	$242	3	Extra Heavy
Raven	Billet Steel	0.85	2,215	$234	2	Heavy
Raven	Billet Steel	0.78	2,210	$252	2	Extra Heavy
Raven	Billet Steel	0.72	2,215	$234	2	Heavy
Raven	Billet Steel	0.85	2,215	$234	2	Heavy
Raven	Billet Steel	0.85	2,215	$234	2	Heavy
Raven	Lightweight Billet	0.605	2,184	$214	3	Heavy
Raven	Lightweight Billet	0.8	2,197	$222	2	Heavy
Raven	Lightweight Billet	0.8	2,197	$222	2	Heavy
Raven	Lightweight Billet	0.605	2,197	$222	2	Heavy
Raven	Lightweight Billet	0.8	2,197	$222	2	Heavy
Raven	Maxi-Light 93	0.46	2,171	$205	3	Heavy
Raven	Maxi-Light 93	0.46	2,197	$222	3	Heavy
Raven	Sportsman	0.64	2,004	$185	2	Heavy
Raven	Sportsman	0.595	2,004	$185	2	Heavy
Raven	Sportsman	0.81	2,040	$208	2	Heavy

Cooling Systems

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Heavy Duty	35	4,800	$552	2	Heavy
AMC	Standard	30	4,800	$242	1	Normal
Buick	Nailhead HD	35	4,800	$552	2	Heavy
Buick	Nailhead Standard	30	4,800	$242	1	Normal
Cadillac	Big Block HD	35	4,800	$552	2	Heavy
Cadillac	Big Block Standard	30	4,800	$242	1	Normal
Cadillac	L-Head Standard	30	5,760	$169	1	Light
Chevrolet	Big Block HD	35	4,800	$552	2	Heavy
Chevrolet	Big Block Standard	30	4,800	$242	1	Normal
Chevrolet	Small Block HD	35	4,800	$552	2	Heavy
Chevrolet	Small Block Standard	30	4,800	$242	1	Normal
Chevrolet	W Block HD	35	4,800	$552	2	Heavy
Chevrolet	W Block Standard	30	4,800	$242	1	Normal
Chrysler	Big Block Perf.	37	4,440	$1,054	3	Extra Heavy
Chrysler	Big Block Standard	30	4,800	$242	1	Normal
Chrysler	Big Block HD	35	4,800	$552	2	Heavy
Chrysler	Small Block HD	35	4,800	$552	2	Heavy
Chrysler	Small Block Perf.	37	4,440	$1,054	3	Extra Heavy
Chrysler	Small Block Standard	30	4,800	$242	1	Normal
Edelbrock	Victor Series	37	5,074	$651	2	Heavy
Ford	Big Block HD	35	4,800	$552	2	Heavy
Ford	Big Block Standard	30	4,800	$242	1	Normal
Ford	Flathead Standard	30	5,760	$169	1	Light
Ford	Small Block Boss	37	4,440	$1,054	3	Extra Heavy
Ford	Small Block HD	35	4,800	$552	2	Heavy
Ford	Small Block Standard	30	4,800	$242	1	Normal
Ford	Y Block HD	35	4,800	$552	2	Heavy
Ford	Y Block Standard	30	4,800	$242	1	Normal
Oldsmobile	Big Block HD	35	4,800	$552	2	Heavy
Oldsmobile	Big Block Standard	30	4,800	$242	1	Normal
Pontiac	Performance	35	4,800	$552	2	Heavy
Pontiac	Standard	30	4,800	$242	1	Normal
US Radiator	Cool-Flo	35	4,800	$552	3	Heavy
US Radiator	Economy	25	4,800	$130	1	Light
US Radiator	Stock	30	4,800	$242	1	Normal





Crankshafts

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Group 19	25	1,232	$157	2	Normal
AMC	Stock	25.5	1,202	$165	1	Normal
Buick	Stock	25	1,725	$177	1	Normal
Cadillac	Stock	35.5	1,521	$136	1	Normal
Cadillac	Stock	38	1,629	$140	1	Normal
Chevrolet	Stock	26	1,560	$137	1	Normal
Chevrolet	Stock	26	1,716	$186	1	Normal
Chevrolet	Stock	35	1,725	$177	2	Normal
Chevrolet	Stock	26	1,794	$180	1	Normal
Chevrolet	Stock	35	1,500	$135	1	Normal
Chevrolet	Stock	36	1,774	$179	1	Normal
Chrysler	Stock	36	1,774	$179	1	Normal
Chrysler	Stock	35.5	1,521	$136	1	Normal
Chrysler	Stock	26	1,794	$180	1	Normal
Chrysler	Stock	25	1,500	$135	1	Normal
Dunbar	Nailhead Lightweight	21	1,449	$566	2	Normal
Duro Rod	Champion	25	1,232	$1,157	2	Normal
Duro Rod	Champion	25	1,232	$1,157	2	Normal
Duro Rod	Champion	21	1,449	$566	2	Normal
Duro Rod	Champion	22	1,518	$469	2	Normal
Duro Rod	Champion	35	1,800	$234	2	Heavy
Duro Rod	Champion	25	1,232	$1,157	2	Normal
Duro Rod	Champion	25	1,232	$1,157	2	Normal
Duro Rod	Champion	25	1,232	$1,157	2	Normal
Duro Rod	Champion	25	1,232	$1,157	2	Normal
Duro Rod	Champion	25	1,232	$157	2	Normal
Duro Rod	Champion	25	1,232	$1,157	2	Normal
Duro Rod	Contender	24	1,183	$1,255	1	Normal
Duro Rod	Contender	24	1,183	$1,255	1	Normal
Duro Rod	Contender	24	1,183	$1,255	1	Normal
Duro Rod	Contender	24	1,183	$1,255	1	Normal
Duro Rod	Contender	24	1,183	$255	1	Normal
Duro Rod	Contender	24	1,183	$1,255	2	Normal
Duro Rod	Contender	24	1,183	$1,255	1	Normal
Duro Rod	Contender	24	1,183	$1,255	1	Normal
Duro Rod	Lightweight	22	1,584	$500	2	Normal
Duro Rod	Lightweight	21	1,080	$1,580	3	Normal
Duro Rod	Lightweight	21	1,512	$597	2	Normal
Duro Rod	Lightweight	31	1,528	$518	2	Normal
Duro Rod	Lightweight	21	1,080	$1,580	3	Normal
Duro Rod	Lightweight	21	1,080	$1,580	3	Normal
Duro Rod	Lightweight	21	1,080	$1,580	3	Normal
Duro Rod	Lightweight	21	1,080	$580	3	Normal
Duro Rod	Lightweight	21	1,080	$1,580	3	Normal
Duro Rod	Lightweight	21	1,080	$1,580	3	Normal
Duro Rod	Lightweight	21	1,080	$1,580	3	Normal
Duro Rod	Lightweight	21	1,080	$1,580	2	Normal
Duro Rod	Marathon	25	1,950	$345	2	Extra Heavy
Duro Rod	Marathon	24	1,337	$1,851	2	Extra Heavy
Duro Rod	Marathon	23	1,656	$484	2	Heavy

Crankshafts continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Duro Rod	Marathon	35	1,725	$233	1	Extra Heavy
Duro Rod	Marathon	26	1,449	$1,577	3	Extra Heavy
Duro Rod	Marathon	26	1,449	$1,577	3	Extra Heavy
Duro Rod	Marathon	26	1,449	$1,577	3	Extra Heavy
Duro Rod	Marathon	26	1,449	$317	3	Extra Heavy
Duro Rod	Marathon	26	1,449	$1,577	3	Extra Heavy
Duro Rod	Marathon	26	1,449	$1,577	3	Extra Heavy
Duro Rod	Marathon	26	1,449	$1,577	3	Extra Heavy
Duro Rod	Marathon	26	1,449	$1,577	3	Extra Heavy
Ford	Boss	25	1,650	$220	2	Heavy
Ford	Boss	32	1,509	$573	2	Heavy
Ford	Boss	35	1,725	$212	2	Heavy
Ford	CJ	36	1,697	$222	2	Heavy
Ford	HD	36	1,774	$179	2	Normal
Ford	HD	35	1,500	$162	2	Heavy
Ford	HP	27	1,782	$226	2	Heavy
Ford	427 MR	36	1,774	$215	2	Heavy
Ford	Police Interceptor	36	1,697	$222	2	Heavy
Ford	Stock	35.5	1,521	$136	1	Normal
Ford	Stock	35	1,500	$128	1	Normal
Ford	Flathead Stock	25.5	1,093	$119	1	Normal
Ford	Stock	25	1,650	$183	1	Normal
Ford	Stock	36	1,543	$137	1	Normal
Ford	Stock	35	1,650	$183	1	Normal
Ford	Truck	36	1,774	$179	1	Normal
Ford	Truck	35	1,725	$166	1	Normal
Hedgely	Super 292	35	1,650	$171	1	Normal
Hedgely	SD Special	24	1,183	$1,506	2	Heavy
Hedgely	Super 300	21	1,449	$566	1	Normal
Hedgely	Super 340	26	1,794	$216	2	Heavy
Hedgely	Super 400	21	1,449	$566	2	Normal
Hedgely	Super 312	35	1,800	$195	2	Normal
Leland	Cadillac Lightweight	34	1,676	$330	2	Heavy
Leland	FH Lightweight	24	1,183	$255	2	Normal
Leland	L-Head Lightweight	34	1,676	$275	2	Normal
Monarch	Big W Lightweight	32	1,577	$471	2	Normal
Newcomb	Street Max	23	1,183	$1,384	2	Normal
Newcomb	Street Max	23	1,183	$1,384	2	Normal
Newcomb	Street Max	23	1,183	$1,384	2	Normal
Newcomb	Street Max	23	1,183	$1,384	2	Normal
Newcomb	Street Max	23	1,183	$1,384	2	Normal
Newcomb	Street Max	21	1,512	$597	2	Normal
Newcomb	Street Max	21	1,512	$597	2	Normal
Newcomb	Street Max	35	1,725	$166	2	Normal
Newcomb	Street Max	23	1,183	$1,384	2	Normal
Newcomb	Street Max	23	1,183	$1,384	2	Normal
Newcomb	Street Max	23	1,183	$384	2	Normal
Newcomb	Stump Puller	25	1,232	$1,389	1	Heavy
Newcomb	Stump Puller	25	1,232	$1,157	1	Normal
Newcomb	Stump Puller	25	1,232	$1,389	1	Heavy

Crankshafts continued

anufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Newcomb	Stump Puller	25	1,232	$1,389	1	Heavy
Newcomb	Stump Puller	24	1,656	$329	2	Heavy
Newcomb	Stump Puller	35	1,725	$199	2	Heavy
Newcomb	Stump Puller	25	1,232	$1,389	1	Heavy
Newcomb	Stump Puller	25	1,232	$1,389	1	Heavy
Newcomb	Stump Puller	25	1,232	$1,389	1	Heavy
Newcomb	Stump Puller	25	1,232	$157	1	Normal
Newcomb	Super Max	24	1,337	$1,587	3	Heavy
Newcomb	Super Max	24	1,337	$1,587	3	Heavy
Newcomb	Super Max	23	1,281	$1,704	3	Heavy
Newcomb	Super Max	24	1,337	$1,587	3	Heavy
Newcomb	Super Max	21	1,638	$888	2	Extra Heavy
Newcomb	Super Max	22	1,716	$752	2	Extra Heavy
Newcomb	Super Max	35	1,950	$230	2	Normal
Newcomb	Super Max	24	1,337	$1,587	3	Heavy
Newcomb	Super Max	24	1,337	$1,587	3	Heavy
Newcomb	Super Max	24	1,337	$1,587	3	Heavy
Newcomb	Super Max	24	1,337	$387	3	Heavy
Percy	Lightweight	21	1,512	$717	3	Heavy
Pontiac	Armasteel	36	1,697	$185	1	Normal
Pontiac	SD	36	1,774	$215	2	Heavy
Pontiac	Stock	35	1,500	$135	1	Normal
Pontiac	Stock	35	1,725	$177	2	Normal
Raven	Billet	36.5	2,372	$316	3	Heavy
Raven	Enduro	26.4	2,218	$270	2	Heavy
Raven	Enduro	25	2,100	$265	2	Heavy
Raven	Enduro	35.6	2,136	$267	2	Heavy
Raven	Enduro	25	2,100	$265	2	Heavy
Raven	Enduro	35.6	2,136	$267	2	Heavy
Raven	Enduro	35.6	2,136	$267	2	Heavy
Raven	Pure-Stock	25	2,012	$226	1	Heavy
Raven	Standard	25	2,275	$312	3	Heavy
Raven	Standard	25	2,275	$312	3	Heavy
Raven	Standard	35.6	2,314	$314	3	Heavy
Raven	Standard	25	2,275	$312	3	Heavy
Raven	Standard	35.6	2,314	$314	3	Heavy
Raven	Stock-Plus	23.2	1,868	$435	2	Heavy
Raven	Ultra-Light	18.2	1,529	$1,053	2	Heavy
Raven	Ultra-Light	27	1,620	$1,202	2	Heavy

Cylinder Heads

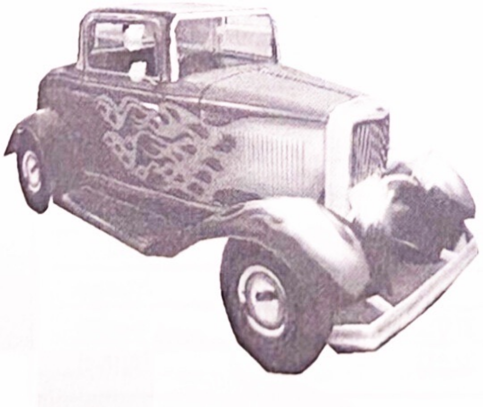
Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Dog Leg (10.0)	30	3,415	$2,291	2	Normal
AMC	SS (10.2)	30	3,359	$2,438	3	Normal
AMC	Stock (10.0)	30	3,484	$1,920	1	Normal
AMC	Stock (10.0) LV	30	3,484	$1,997	2	Normal
AMC	Stock (10.2)	30	3,465	$2,041	2	Normal
AMC	Stock (8.5) 401	30	3,626	$1,911	1	Normal
AMC	Stock (9.0)	30	3,528	$1,821	1	Normal
AMC	Stock (9.0) LV	30	3,528	$1,898	1	Normal
AMC	Stock (9.5) 401	30	3,517	$1,933	2	Normal
Buick	Nailhead (10.25) CH	33	3,531	$947	3	Normal
Buick	Nailhead (10.5) CH	33	3,500	$1,016	3	Normal
Buick	Nailhead (8.75) CH	33	3,625	$793	2	Normal
Buick	Nailhead (9.0) CH	33	3,528	$1,791	2	Normal
Buick	Nailhead Wedge (8.5)	30	3,813	$773	1	Normal
Cadillac	Stock	36	4,825	$606	1	Normal
Cadillac	Stock (10.0) CH	37.2	3,484	$1,943	2	Normal
Cadillac	Stock (9.1)	36	3,600	$596	1	Normal
Cadillac	Stock (9.75) CH	37.2	3,504	$1,899	2	Normal
Cadillac	Wedge (10.5)	36	3,430	$2,074	1	Normal
Chevrolet	Canted (10.25)	36	3,531	$1,580	3	Normal
Chevrolet	Canted (11.0)	36	3,354	$2,520	3	Normal
Chevrolet	(10.25) HP	30	3,531	$855	3	Normal
Chevrolet	L36 Canted (10.25)	36	3,460	$2,278	2	Normal
Chevrolet	L72	36	3,251	$2,941	3	Normal
Chevrolet	LS6 (9.0)	36	3,420	$2,570	2	Normal
Chevrolet	Lrg Valve Wedg (10.5)	30	3,430	$2,116	2	Normal
Chevrolet	Lrg Valve Wdge (10.5)	30	3,430	$2,116	2	Normal
Chevrolet	Lrg Valve Wdge (11.25)	30	3,226	$2,844	2	Normal
Chevrolet	Stock (10.25)	30	3,531	$796	2	Normal
Chevrolet	(8.5) Stock	36	3,700	$1,427	1	Normal
Chevrolet	(10.25) CH	30	3,531	$832	2	Normal
Chevrolet	Wedge (10.25)	30	3,531	$1,018	2	Normal
Chevrolet	Wedge (10.5)	30	3,500	$1,052	2	Normal
Chevrolet	Wedge (11.0)	30	3,422	$1,226	2	Normal
Chevrolet	Wedge (11.25)	30	3,308	$2,363	2	Normal
Chevrolet	Wedge (8.0)	30	4,000	$837	1	Normal
Chevrolet	Wedge (8.5)	30	3,700	$831	1	Normal
Chevrolet	Wedge (9.0)	30	3,600	$863	1	Normal
Chevrolet	Wedge (9.25)	30	3,597	$835	1	Normal
Chevrolet	Wedge (9.5)	30	3,589	$854	1	Normal
Chevrolet	Z11 W	21	3,114	$2,154	3	Normal
Chrysler	Wedge (10.0) Lrg Port	36	3,484	$2,030	2	Normal
Chrysler	Max Wedge I (11.0)	36	3,354	$2,300	3	Normal
Chrysler	Max Wedge III (11.0)	36	3,251	$2,756	3	Normal
Chrysler	Max Wedge III (12.5)	36	2,903	$3,574	3	Normal
Chrysler	Stock (10.5)	30	3,500	$1,061	1	Normal
Chrysler	Wedge (10.0)	36	3,556	$982	1	Normal
Chrysler	Wedge (10.5)	30	3,500	$1,117	2	Normal
Chrysler	Wedge (10.5)	36	3,500	$1,128	2	Normal

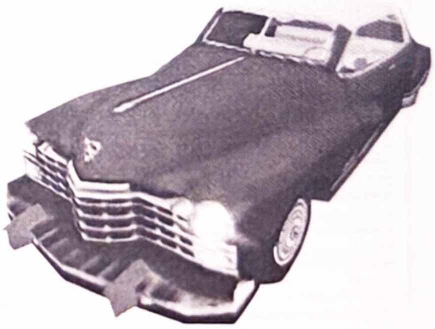
Cylinder Heads continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Chrysler	Wedge (8.2)	36	3,856	$938	1	Normal
Chrysler	Wedge (8.8)	30	3,616	$838	1	Normal
Chrysler	Wedge (9.0)	30	3,600	$838	1	Normal
Chrysler	Wedge (9.2)	36	3,598	$887	1	Normal
Chrysler	Wedge (9.2)	30	3,598	$842	1	Normal
Chrysler	Wedge (9.6)	36	3,584	$940	1	Normal
Edelbrock	24 Stud	21	3,528	$2,420	3	Normal
Edelbrock	Performer (10.5)	21	3,159	$5,021	2	Normal
Edelbrock	Performer (9.25)	21	3,246	$4,587	2	Normal
Edelbrock	Performer 454-O (9.5)	21	3,242	$5,414	2	Normal
Edelbrock	Performer RPM (10.5)	21	2,992	$5,214	3	Normal
Edelbrock	Perf. RPM (11.5)	21	2,840	$6,008	3	Normal
Edelbrock	Performer RPM (9.25)	21	3,076	$4,780	3	Normal
Edelbrock	Perf. 454-O (9.5)	21	3,242	$5,414	2	Normal
Edelbrock	Perf. 454-R (9.5)	21	3,239	$5,200	3	Normal
Ford	1957 (9.0) Stock	36	3,600	$551	2	Normal
Ford	Wedge (8.9)	36	3,604	$892	1	Normal
Ford	Boss 351 (11.7) CH	30	3,112	$3,601	3	Heavy
Ford	Canted (10.2)	36	3,536	$1,559	3	Normal
Ford	(10.5) Canted	36	3,500	$1,639	2	Normal
Ford	Canted (11.0)	30	3,422	$1,813	3	Normal
Ford	Canted (8.5)	36	3,700	$1,418	1	Normal
Ford	Canted (8.6)	30	3,664	$1,410	1	Normal
Ford	(9.0) Canted CH	30	3,600	$1,454	2	Normal
Ford	Canted (9.5)	30	3,589	$1,434	2	Normal
Ford	Cobrajet (11.3)	36	3,298	$2,682	3	Normal
Ford	FH (7.5) Denver	30	4,500	$782	2	Normal
Ford	HO HP (9.2)	30	3,526	$2,157	3	Normal
Ford	HP (10.5) Large Valve	30	3,500	$1,052	2	Normal
Ford	HP Canted (11.0)	30	3,287	$2,925	3	Normal
Ford	High Riser (11.5)	36	3,156	$2,967	3	Normal
Ford	Low Riser (11.6)	36	3,234	$2,587	3	Normal
Ford	Medium Riser (11.6)	36	3,201	$2,806	3	Normal
Ford	Flathead (6.15) Stock	30	6,849	$646	1	Normal
Ford	Flathead (7.2) Stock	30	4,896	$717	1	Normal
Ford	Stock (7.6)	36	4,384	$545	1	Normal
Ford	Stock (8.0)	36	4,000	$538	1	Normal
Ford	Stock (8.1)	36	3,924	$537	1	Normal
Ford	Stock (8.3)	36	3,796	$554	1	Normal
Ford	Stock (8.4)	36	3,744	$533	1	Normal
Ford	Stock (8.5)	36	3,700	$533	1	Normal
Ford	Stock (8.6)	36	3,664	$552	1	Normal
Ford	Stock (8.8)	36	3,616	$551	1	Normal
Ford	Stock (9.0)	36	3,600	$551	1	Normal
Ford	Stock (9.6)	36	3,584	$583	2	Normal
Ford	Stock (9.7)	36	3,578	$595	2	Normal
Ford	TP (10.0)	30	3,484	$1,798	3	Light
Ford	Wedge (10.0)	30	3,556	$928	1	Normal
Ford	Wedge (10.1)	36	3,546	$1,012	2	Normal
Ford	Ford (10.2) Wedge	36	3,465	$2,033	2	Normal

Cylinder Heads continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Ford	Wedge (10.5)	36	3,500	$1,115	2	Normal
Ford	Wedge (10.5)	30	3,500	$1,036	2	Normal
Ford	Wedge (10.6)	36	3,416	$2,144	2	Normal
Ford	Wedge (10.7)	30	3,403	$1,308	2	Normal
Ford	Wedge (11.0)	36	3,354	$2,287	2	Normal
Ford	Wedge (12.1)	36	3,048	$3,293	3	Normal
Ford	Wedge (8.7)	30	3,636	$814	1	Normal
Ford	Wedge (9.0)	30	3,600	$813	1	Normal
Ford	Wedge (9.0) 1.84	30	3,600	$854	1	Normal
Ford	Wedge (9.4)	36	3,593	$908	1	Normal
Ford	Wedge (9.5)	30	3,589	$879	2	Normal
Ford	Wedge (9.6)	36	3,584	$928	2	Normal
Ford	Wedge HP (11.4)	36	3,277	$2,488	2	Normal
Leland	Compressor (7.5)	58	4,500	$599	2	Normal
Leland	Compressor Extra (7.8)	58	4,176	$593	2	Normal
Leland	Compressor Chief (8.0)	42	3,600	$930	2	Normal
Leland	Compressor King (8.2)	42	3,401	$1,724	2	Normal
Mercury	Flathead (6.8) Stock	30	5,536	$662	1	Normal
Pontiac	HO Wedge (10.75)	30	3,395	$2,229	3	Normal
Pontiac	Ram Air II	30	3,430	$2,166	2	Normal
Pontiac	Ram Air V	30	3,150	$2,660	3	Normal
Pontiac	SD Large Valve (11.0)	30	3,255	$2,854	3	Normal
Pontiac	SD Wedge (11.0)	30	3,354	$2,291	3	Normal
Pontiac	SD Wedge (8.4)	30	3,669	$2,140	2	Heavy
Pontiac	Stock (9.2)	30	3,598	$900	1	Normal
Pontiac	Wedge (10.0)	30	3,484	$1,987	3	Normal
Pontiac	Wedge (10.0)	30	3,556	$971	2	Normal
Pontiac	Wedge (10.0)	30	3,556	$1,043	1	Normal
Pontiac	Wedge (10.25)	30	3,531	$1,099	2	Normal
Pontiac	Wedge (10.25)	30	3,531	$1,027	1	Normal
Pontiac	Wedge (10.5)	30	3,500	$1,095	1	Normal
Pontiac	Wedge (10.5)	30	3,500	$1,119	2	Normal
Pontiac	Wedge (10.75)	30	3,464	$1,175	2	Normal
Pontiac	Wedge (10.75)	30	3,464	$1,200	2	Normal
Pontiac	Wedge (12.0)	30	3,136	$2,817	3	Normal
Pontiac	Wedge (8.0)	30	4,000	$952	1	Normal
Pontiac	Wedge (8.6)	30	3,664	$873	1	Normal
Pontiac	Wedge SD (10.75)	30	3,395	$2,192	3	Normal





Electrical Systems

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Group 19	30	2,400	$624	2	Heavy
AMC	Perf. Dual Point	22	1,760	$1,018	2	Heavy
AMC	Perf. Single Point	20	1,600	$1,116	2	Heavy
AMC	Std. Dual Point	22	2,112	$321	1	Normal
AMC	Std. Single Point	20	1,920	$419	1	Normal
Accel	Billetproof Breakerless	29	2,320	$673	2	Heavy
Accel	Blueprint Electronic	27	2,160	$772	2	Heavy
Chrysler	Perf. Dual Point	22	1,760	$1,018	2	Heavy
Chrysler	Perf. Electronic	28	2,240	$722	2	Heavy
Chrysler	Perf. Single Point	20	1,600	$1,116	2	Heavy
Chrysler	Std. Dual Point	22	2,112	$321	1	Normal
Chrysler	Std. Electronic	28	2,688	$177	2	Normal
Chrysler	Std. Single Point	20	1,920	$419	1	Normal
Ford	Boss Ignition	35	2,400	$1,224	3	Extra Heavy
Ford	Perf. Dual Point	22	1,760	$1,018	2	Heavy
Ford	Perf. Electronic	28	2,240	$722	2	Heavy
Ford	Perf. Single Point	20	1,600	$1,116	2	Heavy
Ford	Std. Dual Point	22	2,112	$321	1	Normal
Ford	Std. Electronic	28	2,688	$177	2	Normal
Ford	Std. Single Point	20	1,920	$419	1	Normal
GM	Perf. Dual Point	22	1,760	$1,018	2	Heavy
GM	Perf. Electronic	28	2,240	$722	2	Heavy
GM	Perf. Single Point	20	1,600	$1,116	2	Heavy
GM	Std. Dual Point	22	2,112	$321	1	Normal
GM	Std. Electronic	28	2,688	$177	2	Normal
GM	Std. Single Point	20	1,920	$419	1	Normal
Mallory	Economy	20	2,400	$124	1	Light
Marinn	Stock	25	2,400	$174	1	Normal

Engine Blocks

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	343-V8	68	30,000	$1,442	2	Normal
AMC	360-V8	68	30,000	$1,506	2	Normal
AMC	390-V8	68	30,000	$2,438	2	Heavy
AMC	401-V8	68	30,000	$2,510	3	Heavy
Buick	322-V8	75	30,000	$1,116	2	Normal
Buick	364-V8	75	30,000	$1,272	2	Normal
Buick	401-V8	75	30,000	$1,424	3	Normal
Buick	425-V8	75	30,000	$1,530	3	Normal
Cadillac	346-V8	100	30,000	$1,204	1	Normal
Cadillac	365-V8	120	20,000	$1,326	2	Normal
Cadillac	390-V8	120	20,000	$1,425	2	Normal
Cadillac	429-V8	120	20,000	$1,598	3	Normal
Chevrolet	265-V8	70	30,000	$1,087	1	Normal
Chevrolet	283-V8	70	30,000	$1,140	1	Normal
Chevrolet	307-V8	70	30,000	$1,215	1	Normal
Chevrolet	327-V8	70	30,000	$1,283	2	Normal

Engine Blocks continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Chevrolet	348-V8	90	30,000	$1,458	1	Normal
Chevrolet	350-V8	70	30,000	$1,367	2	Normal
Chevrolet	396-V8	90	30,000	$2,478	2	Heavy
Chevrolet	400-V8	70	30,000	$1,416	2	Light
Chevrolet	402-V8	90	30,000	$2,518	3	Heavy
Chevrolet	409-V8	90	30,000	$1,708	3	Normal
Chevrolet	427-V8	90	30,000	$2,682	3	Heavy
Chevrolet	427-V8	90	30,000	$1,787	3	Normal
Chevrolet	454-V8	90	30,000	$5,754	3	Extra Heavy
Chrysler	273-V8	70	30,000	$1,214	1	Normal
Chrysler	318-V8	70	30,000	$1,354	1	Normal
Chrysler	340-V8	70	30,000	$1,430	2	Normal
Chrysler	360-V8	70	30,000	$1,506	2	Normal
Chrysler	383-V8	90	30,000	$1,600	2	Normal
Chrysler	400-V8	90	30,000	$2,544	3	Heavy
Chrysler	413-V8	90	30,000	$2,593	3	Heavy
Chrysler	426-V8	90	30,000	$2,674	3	Heavy
Chrysler	440-V8	90	30,000	$5,545	3	Extra Heavy
Ford	Flathead 221-V8	75	30,000	$740	1	Light
Ford	Flathead 239-V8	75	30,000	$782	1	Light
Ford	260-V8	65	30,000	$1,057	1	Light
Ford	272-V8	85	30,000	$1,107	1	Normal
Ford	289-V8	65	30,000	$1,257	1	Normal
Ford	292-V8	85	30,000	$1,167	1	Normal
Ford	302-V8	65	30,000	$1,299	1	Normal
Ford	312-V8	85	30,000	$1,233	1	Normal
Ford	351-V8	70	30,000	$2,212	2	Heavy
Ford	351-V8 Windsor	65	30,000	$1,476	2	Normal
Ford	352-V8	90	30,000	$2,212	2	Heavy
Ford	390-V8	90	30,000	$2,438	2	Heavy
Ford	400-V8	70	30,000	$2,518	3	Heavy
Ford	406-V8	90	30,000	$2,518	3	Heavy
Ford	427-V8	90	30,000	$5,340	3	Extra Heavy
Ford	428-V8	90	30,000	$2,681	3	Heavy
Ford	429-V8	90	30,000	$3,074	3	Heavy
AMC	290-V8	68	30,000	$1,261	1	Normal
Mercury	Flathead 255	75	30,000	$820	1	Light
Pontiac	350-V8	90	30,000	$1,483	2	Normal
Pontiac	389-V8	90	30,000	$1,620	2	Normal
Pontiac	400-V8	90	30,000	$2,505	3	Heavy
Pontiac	428-V8	90	30,000	$2,681	3	Heavy
Pontiac	421-V8	90	30,000	$2,644	3	Heavy
Pontiac	455-V8	90	30,000	$7,226	3	Extra Heavy

Exhaust Manifolds

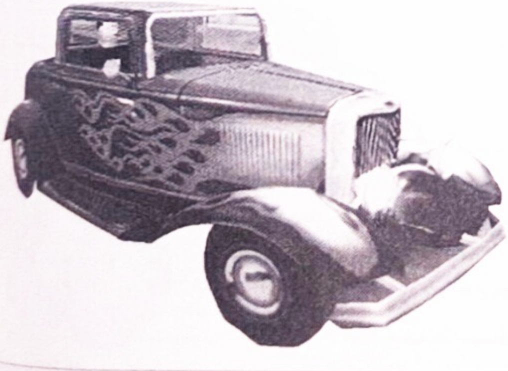
Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Rebel Machine	18	1,080	$516	2	Normal
AMC	Stock	18	2,400	$179	1	Normal
Buick	Stock	22	2,400	$119	1	Normal
C & B	Beach Racer Headers	15	847	$2,926	3	Heavy
C & B	Blueprint	22	2,588	$141	1	Normal
C & B	Masterpiece	20	1,142	$738	2	Heavy
Cadillac	Stock	25	1,125	$403	1	Normal
Cadillac	Stock	25	2,400	$74	1	Normal
Chevrolet	HP	18	1,080	$516	2	Normal
Chevrolet	HP W	22	1,080	$456	2	Normal
Chevrolet	HP	22	1,125	$447	2	Normal
Chevrolet	Rams Horn	18	2,400	$179	1	Normal
Chevrolet	Stock	22	2,400	$119	1	Normal
Chevrolet	Stock	22	2,400	$119	1	Normal
Chevrolet	Stock	22	2,400	$119	1	Normal
Chevrolet	Z11	12	972	$845	2	Normal
Chrysler	440 Stock	22	2,307	$132	1	Normal
Chrysler	HP	22	1,080	$456	2	Normal
Chrysler	Improved Flow	18	2,262	$213	2	Normal
Chrysler	Max Wedge	12	972	$845	2	Normal
Chrysler	Max Wedge I Headers	25	960	$1,510	3	Normal
Chrysler	Stock	18	2,400	$179	1	Normal
Chrysler	Stock	22	2,400	$119	1	Normal
Chrysler	Tri-Y Max Wedge	22	980	$638	2	Normal
Dunbar	Lightweight	14	972	$755	1	Normal
Dunbar	Performance	24	1,188	$527	2	Normal
Dunbar	Nailhead Perf. EM	20	1,080	$486	2	Normal
Dunbar	Performance Headers	15	894	$3,272	2	Normal
Dunbar	Street Headers	14.7	950	$2,979	2	Normal
Edelbrock	TES Exhaust Headers	25	1,152	$2,037	3	Normal
Edelbrock	TES Exh. Headers 385	22	1,152	$2,082	3	Normal
Edelbrock	TES Exhaust Headers	24	1,152	$2,052	3	Normal
Edelbrock	TES Exhaust Headers	24	1,152	$2,052	3	Normal
Ford	Stock 312	22	2,400	$107	1	Normal
Ford	Boss	22	1,080	$500	2	Heavy
Ford	Boss 302	18	1,080	$516	2	Normal
Ford	CJ/SCJ HP	22	1,080	$456	2	Normal
Ford	CJ/SCJ	22	1,080	$456	2	Normal
Ford	Cobrajet	22	1,080	$456	2	Normal
Ford	Factory Headers	22	1,080	$410	2	Normal
Ford	HP	22	1,080	$456	2	Normal
Ford	HP SB	18	1,197	$492	2	Normal
Ford	HP C	22	1,080	$456	2	Normal
Ford	NASCAR	14	931	$1,509	3	Heavy
Ford	Flathead Perf. EM	18	1,080	$516	2	Normal
Ford	Stock	22	2,400	$119	1	Normal
Ford	Flathead Stock	18	2,400	$179	1	Normal
Ford	Stock	18	2,400	$179	1	Light
Ford	Stock 272/292	22	2,400	$107	1	Normal
Ford	Stock	22	2,400	$119	1	Normal

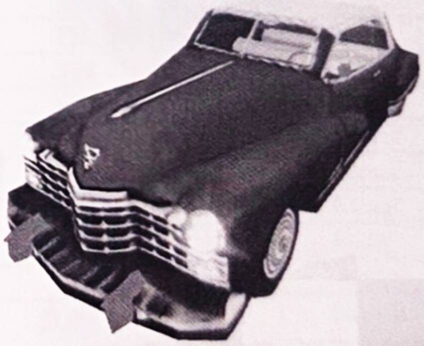
Exhaust Manifolds continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Ford	Stock	20	2,400	$149	1	Normal
Ford	Tri-Y Headers	25	1,104	$1,811	3	Normal
Hooker	Str. Rodder Headers	22	1,080	$3,431	3	Normal
Leland	High Performance	22	1,120	$749	3	Heavy
Leland	L-Head Perf. EM	25	1,080	$411	2	Normal
Leland	Performance EM	25	980	$575	2	Normal
Leland	Street Headers	19	830	$3,058	3	Heavy
Oldfield	Free Flow	22	1,125	$403	1	Normal
Oldfield	Free Flow Aluminum	11	972	$774	1	Normal
Oldfield	Interceptor	24	1,142	$662	2	Heavy
Oldfield	Police Special	18	1,165	$725	2	Heavy
Oldfield	Street King	15	953	$744	2	Normal
Oldfield	Street King	16	953	$711	2	Normal
Oldfield	Street King	16	953	$711	2	Normal
Oldfield	Street King Headers	22	960	$1,399	3	Normal
Oldfield	Strip King Headers	15	847	$2,890	3	Heavy
Oldfield	Strip King Headers	22	960	$1,538	3	Heavy
Oldfield	Strip King Headers	17	847	$2,837	3	Heavy
Oldfield	Strip King Headers	17	847	$2,837	3	Heavy
Oldfield	Track King Headers	22	937	$2,253	3	Normal
Pontiac	HP	20	1,080	$486	2	Normal
Pontiac	Ram Air I	20	1,080	$486	2	Normal
Pontiac	Stock	20	2,400	$149	1	Normal
Pontiac	Trophy	20	1,080	$486	2	Normal
Quaker	Air Stream	22	2,588	$141	1	Normal
Quaker	Air Stream	24	2,400	$89	1	Normal
Quaker	Air Stream	24	2,400	$89	1	Normal
Quaker	Air Stream	22	1,059	$439	1	Normal
Quaker	Air Stream	26	2,353	$77	1	Normal
Quaker	Air Stream	22	2,400	$119	1	Normal
Quaker	Air Stream	24	2,400	$89	1	Normal
Quaker	Air Stream	24	2,400	$89	1	Normal
Quaker	Air Stream	26	2,400	$74	1	Normal
Quaker	Air Stream	24	2,400	$89	1	Normal
Quaker	Air Stream Aluminum	16	2,160	$177	1	Normal
Quaker	Air Stream Aluminum	15	2,160	$207	1	Normal
Quaker	Air Stream Aluminum	16	2,160	$207	1	Normal
Quaker	Air Stream Aluminum	16	2,160	$177	1	Normal
Quaker	Air Stream Aluminum	14	2,117	$219	1	Normal
Quaker	Air Stream Aluminum	11	953	$828	1	Normal
Quaker	Air Stream Aluminum	16	2,160	$207	1	Normal
Quaker	Airstream	18	2,588	$205	1	Normal
Quaker	Aluminum Airstream	14	2,117	$284	1	Normal
Quaker	Double Demon	14	1,006	$948	2	Normal
Quaker	Interceptor	12.5	1,006	$964	2	Normal
Quaker	Interceptor	22	1,142	$700	2	Heavy
Quaker	Interceptor	24	1,142	$662	2	Heavy
Quaker	Interceptor	23	1,142	$681	2	Heavy
Quaker	Interceptor	24	1,142	$662	2	Heavy

Exhaust Manifolds continued

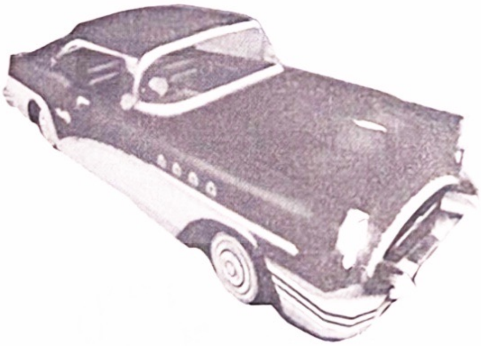
Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Quaker	Interceptor	24	1,142	$662	2	Heavy
Quaker	Interceptor	24	1,142	$662	2	Heavy
Quaker	Interceptor	24	1,142	$662	2	Heavy
Quaker	Jet Stream Headers	13.5	847	$2,660	3	Normal
Quaker	Jet Stream Headers	28	1,056	$1,886	3	Normal
Quaker	Jet Stream Headers	22	1,056	$1,931	3	Normal
Quaker	Jet Stream Headers	15	864	$2,454	3	Normal
Quaker	Jet Stream Headers	15	864	$2,454	3	Normal
Quaker	Jet Stream Headers	22	1,056	$1,931	3	Normal
Quaker	Jet Stream Headers	22	1,056	$1,738	3	Normal
Quaker	Jet Stream Headers	22	1,056	$1,931	3	Normal
Quaker	Jet Stream Headers	22	1,056	$1,931	3	Normal
Quaker	Jet Stream Headers	22	1,056	$1,931	3	Normal
Quaker	Jet Stream Headers	25	1,056	$1,886	3	Normal
Quaker	Jet Stream Headers	22	1,056	$1,931	3	Normal
Quaker	Jet Stream Headers	15	864	$2,454	3	Normal
Quaker	Jet Stream Headers	16	864	$2,424	3	Normal
Quaker	Jet Stream Headers	15	864	$2,454	3	Normal
Quaker	Jet Stream Headers	22	1,056	$1,931	3	Normal
Quaker	Super Stream Headers	23	822	$6,361	3	Heavy
Quaker	Super Stream Headers	22	900	$2,299	3	Normal
Rad Rat	Rumble Pipe Headers	26	1,056	$1,886	3	Normal
Rad Rat	Rumble Pipe Headers	28	1,056	$1,886	2	Normal
Rad Rat	Rumble Pipe Headers	12	900	$2,434	3	Normal
Rad Rat	Street Lion Headers	17.3	830	$3,058	3	Heavy
Rad Rat	Street Lion Headers	13.5	864	$2,514	3	Normal
Rad Rat	Street Lion Headers	19	830	$3,058	3	Heavy
Rad Rat	Street Mod	24	1,165	$563	2	Normal
Rad Rat	Street Mod	16	2,588	$238	1	Normal
Rad Rat	Street Mod	24	1,165	$563	2	Normal
Rad Rat	Window Rattler Headers	22	794	$4,342	3	Normal
Street Shark	Hunter Headers	17	847	$2,580	3	Normal
Street Shark	Hunter Headers	17	847	$2,580	3	Normal
Street Shark	Stalker HP	23	1,165	$580	2	Normal
Street Shark	Stalker HP	23	1,165	$580	2	Normal
Walter	LA Headers	15	912	$3,054	3	Normal
Walter	LA Street	15	2,149	$274	2	Normal
Walter	Performance LA	12	972	$785	2	Normal

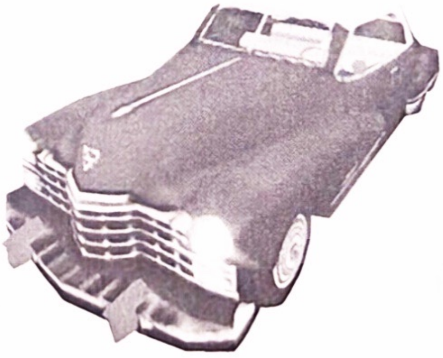


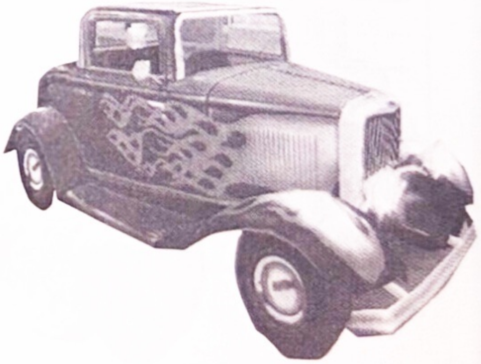


Exhaust Pipes

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Edelbrock	Cat-Back System	3	1,106	$543	3	Heavy
Hooker	Performance Dual	3.6	1,306	$433	3	Normal
Hooker	Street Racer Dual	3.6	1,370	$164	3	Normal
Manley	1.625" Alloy Steel Dual	3.2	1,440	$106	2	Heavy
Manley	1.625" Alum. Alloy Dual	3	1,140	$135	2	Normal
Manley	1.625" Cast Iron Dual	4.2	1,200	$74	1	Normal
Manley	1.625" Cast Iron Single	2.1	1,200	$37	1	Normal
Manley	1.625" Forged Steel Dual	3.6	1,380	$88	2	Normal
Manley	1.625" Treated Iron Dual	4.2	1,320	$91	1	Normal
Manley	1.625" Treated Iron Single	2.1	1,320	$44	1	Normal
Manley	1.75" Alum. Alloy Dual	3.2	1,136	$207	2	Normal
Manley	1.75" Forged Steel Dual	3.8	1,375	$131	2	Normal
Manley	1.75" Treated Iron Single	2.2	1,320	$44	1	Normal
Manley	1.75" Alloy Steel Dual	3.4	1,435	$160	2	Heavy
Manley	1.75" Cast Iron Dual	4.4	1,196	$110	2	Normal
Manley	1.75" Cast Iron Single	2.2	1,200	$37	1	Normal
Manley	1.75" Treated Iron Dual	4.4	1,316	$136	2	Normal
Manley	1.875" Alum. Alloy Dual	3.4	1,125	$327	2	Normal
Manley	1.875" Cast Iron Dual	4.6	1,184	$170	2	Normal
Manley	1.875" Cast Iron Single	2.3	1,200	$37	1	Normal
Manley	1.875" Forged Steel Dual	4	1,362	$203	2	Normal
Manley	1.875" Treated Iron Dual	4.6	1,302	$211	2	Normal
Manley	1.875" Treated Iron Single	2.3	1,320	$44	1	Normal
Manley	1.875" Alloy Steel Dual	3.6	1,421	$249	2	Heavy
Manley	2" Alloy Steel Dual	3.8	1,397	$373	3	Heavy
Manley	2" Cast Iron Dual	5	1,136	$361	4	Normal
Manley	2" Cast Iron Single	2.4	1,200	$37	2	Normal
Manley	2" Forged Steel Dual	4.2	1,339	$304	3	Normal
Manley	2" Treated Iron Dual	4.8	1,280	$315	3	Normal
Manley	2" Treated Iron Single	2.4	1,320	$44	2	Normal
Manley	2" Alum. Alloy Dual	3.6	1,106	$495	3	Normal
Vich	Fat Shiny	4.5	1,379	$106	3	Normal







Intake Manifolds

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Rebel Machine	22.9	1,153	$231	2	Normal
AMC	Stock	21.6	1,200	$212	1	Normal
Buick	Stock 364 Dual Plane	16.5	1,224	$210	1	Normal
Buick	Stock 401/425 Dual Plane	17.2	1,200	$212	1	Normal
Buick	Stock 322 Dual Plane	22.9	1,200	$212	1	Normal
C & B	Classic Dual Plane	12.5	1,200	$233	1	Heavy
C & B	Classic Tunnel Ram	9.8	1,018	$929	3	Normal
C & B	Classic Low Tunnel Ram	9.5	1,038	$888	2	Normal
C & B	Classic Single Plane	10.5	1,200	$512	2	Normal
C & B	Street Classic Dual Plane	12.5	1,153	$231	2	Normal
C & B	Super Single Plane	6.5	1,038	$888	3	Normal
Cadillac	Stock	36	1,200	$212	1	Normal
Cadillac	Stock	35	1,200	$212	1	Normal
Chevrolet	Aluminum Dual Plane	9.1	1,080	$331	1	Normal
Chevrolet	Aluminum	9.08	1,080	$331	2	Normal
Chevrolet	High Rise Aluminum	8.2	999	$395	2	Normal
Chevrolet	High Rise Aluminum	10.4	999	$395	2	Normal
Chevrolet	LS6 Aluminum	9.98	1,038	$361	2	Normal
Chevrolet	RPO411 Aluminum	7.94	1,038	$361	2	Normal
Chevrolet	Single Plane	31.8	1,249	$502	1	Normal
Chevrolet	Stock	31.8	1,200	$212	1	Normal
Chevrolet	Stock	35.6	1,200	$212	1	Normal
Chevrolet	Stock	21.6	1,200	$212	1	Normal
Chevrolet	Aluminum	8.2	1,080	$331	2	Normal
Chevrolet	Z11	9.16	1,059	$346	2	Normal
Chrysler	440 Magnum	25.8	1,153	$231	2	Normal
Chrysler	Aluminum	7.26	1,080	$331	2	Normal
Chrysler	High Riser	25.8	1,153	$231	2	Normal
Chrysler	Long Ram IM	25.8	1,131	$585	2	Normal
Chrysler	Max Wedge Cross-Ram	9.53	1,080	$811	2	Normal
Chrysler	Short Ram	25.4	1,176	$535	2	Normal
Chrysler	Dual Plane	22.9	1,200	$212	1	Normal
Chrysler	Dual Plane	27.9	1,200	$212	1	Normal
Chrysler	Stock Aluminum	9.07	1,080	$331	2	Normal
Chrysler	Tunnel Ram	21.6	1,249	$502	2	Normal
Dunbar	Breezer Aluminum DP	9.5	1,080	$331	2	Normal
Dunbar	Breezer Dual Plane	15	1,176	$221	1	Normal
Dunbar	Cyclone Tunnel Ram	8	1,059	$848	2	Normal
Dunbar	Hurricane Tunnel Ram	8.4	1,018	$929	3	Normal
Dunbar	Improved Dual Plane	15.5	1,176	$243	1	Heavy
Dunbar	Super Cyclone Tunnel Ram	8.8	999	$1,069	3	Heavy
Dunbar	Tornado Aluminum SP	9.5	1,080	$811	2	Normal
Dunbar	Tornado Single Plane	14.2	1,200	$563	2	Heavy
Dunbar	Wind Tunnel Single Plane	7.8	1,038	$888	2	Normal
Edelbrock	3x2V Aluminum Dual Plane	8.8	1,118	$387	2	Normal
Edelbrock	Aluminum Single Plane	8.5	1,059	$763	2	Normal
Edelbrock	Aluminum Dual Plane	8.5	1,059	$311	2	Normal
Edelbrock	Aluminum	6.8	1,140	$411	2	Normal
Edelbrock	Aluminum	10.2	1,080	$364	2	Heavy
Edelbrock	Performer RPM	10.2	1,140	$411	2	Normal
Edelbrock	Performer	6.8	1,118	$1,058	2	Normal

Intake Manifolds continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Edelbrock	Performer RPM	10.2	1,096	$450	2	Normal
Edelbrock	Performer RPM	10.2	1,096	$450	2	Normal
Edelbrock	Performer RPM	6.8	1,096	$450	2	Normal
Edelbrock	Performer RPM	6.8	1,096	$450	2	Normal
Edelbrock	Performer RPM	10.2	1,096	$450	2	Normal
Edelbrock	Performer RPM	10.2	1,096	$450	2	Normal
Edelbrock	Performer RPM	6.8	1,096	$450	2	Normal
Edelbrock	Performer	10.2	1,096	$1,107	2	Normal
Edelbrock	Performer	6.8	1,096	$1,107	2	Normal
Edelbrock	Performer	10.2	1,096	$1,107	2	Normal
Edelbrock	Performer	6.8	1,096	$1,107	2	Normal
Edelbrock	Performer	10.2	1,096	$1,107	2	Normal
Edelbrock	Performer	6.8	1,096	$1,107	2	Normal
Edelbrock	Performer	10.2	1,096	$1,107	2	Normal
Edelbrock	R4B	6.8	1,038	$397	2	Heavy
Edelbrock	Super Dual	6.8	1,096	$450	2	Normal
Edelbrock	Torker	10.2	1,096	$1,107	3	Normal
Edelbrock	Torker	6.8	1,096	$1,107	3	Normal
Edelbrock	Torker	10.2	1,096	$1,107	3	Normal
Edelbrock	Torker	6.8	1,096	$1,107	3	Normal
Edelbrock	Torker	6.8	1,096	$1,107	3	Normal
Edelbrock	Torker	10.2	1,096	$1,107	3	Normal
Edelbrock	Torker	10.2	1,096	$1,107	3	Normal
Edelbrock	Torker	10.2	1,096	$1,107	3	Normal
Edelbrock	Torker AMC	6.8	1,118	$1,058	3	Normal
Edelbrock	Tri-Power	8.2	1,059	$311	2	Normal
Ford	Boss	11.34	1,038	$397	2	Heavy
Ford	Aluminum	7.26	1,080	$331	2	Normal
Ford	Aluminum CB	10.4	1,080	$331	2	Normal
Ford	CJ/SCJ	31.8	1,153	$231	2	Normal
Ford	Cammer	12.2	1,096	$1,218	3	Heavy
Ford	Cobrajet	31.8	1,176	$221	2	Normal
Ford	Cross Boss	7.7	943	$451	3	Normal
Ford	HR	12.3	1,118	$430	2	Normal
Ford	Sidewinder	12.25	1,080	$811	2	Normal
Ford	Single Plane	31.8	1,249	$502	2	Normal
Ford	Single Plane Aluminum	7.26	1,080	$811	2	Normal
Ford	Stock	34.3	1,200	$212	1	Normal
Ford	Stock CB	27.9	1,200	$212	1	Normal
Ford	Flathead Stock	25.6	1,200	$212	1	Normal
Ford	Stock	20.3	1,200	$212	1	Normal
Ford	Stock	31.8	1,200	$212	1	Normal
Ford	1957 Large Port	31	1,153	$208	1	Normal
Ford	Stock Economy Dual Plane	31	1,200	$191	1	Normal
Ford	Dual Quad Dual Plane	31	1,200	$191	2	Normal
Ford	Aluminum Dual Plane	12.25	1,080	$331	2	Normal
Ford	Supercharger Dual Plane	31	1,200	$191	2	Normal
Leland	Aluminum Dual Plane	12.7	1,080	$331	2	Normal
Offenhauser	3x2V Aluminum Dual Plane	9	1,038	$325	2	Normal
Offenhauser	Aluminum Single Plane	8.5	1,038	$799	2	Normal

Intake Manifolds continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Offenhauser	Aluminum Dual Plane	8.5	1,038	$325	2	Normal
Offenhauser	Aluminum AMC	7.71	1,080	$331	3	Normal
Offenhauser	Single Plane	7.7	777	$6,019	3	Normal
Oldfield	Aluminum Dual Plane	8.5	1,102	$295	1	Normal
Oldfield	Special Dual Plane	31	1,224	$189	2	Normal
Oldfield	HiBoy Tunnel Ram	31	1,200	$461	2	Normal
Oldfield	Hiboy Tunnel Ram	12.5	1,080	$811	3	Normal
Oldfield	Lightning Single Plane	31	1,200	$461	2	Normal
Oldfield	Lightning Single Plane	7.5	1,018	$1,022	3	Heavy
Oldfield	Lightning Single Plane	8.8	1,038	$976	2	Heavy
Oldfield	Midget Tunnel Ram	12	1,059	$848	2	Normal
Oldfield	Midget Tunnel Ram	9	1,059	$933	3	Heavy
Oldfield	Midget Tunnel Ram	31	1,224	$457	2	Normal
Oldfield	Midget Tunnel Ram	8.2	1,059	$848	2	Normal
Oldfield	Perf. Aluminum Dual Plane	10.5	1,080	$331	2	Normal
Oldfield	Performance Dual Plane	9	1,059	$346	2	Normal
Oldfield	Performance Dual Plane	9	1,038	$361	2	Normal
Oldfield	Performance Dual Plane	14.2	1,200	$212	2	Normal
Oldfield	Performance Single Plane	9	1,059	$848	2	Normal
Oldfield	Street King Dual Plane	13	1,059	$346	2	Normal
Oldfield	Strip King Dual Plane	13	1,059	$346	2	Normal
Oldfield	Strip King Single Plane	13	1,059	$848	2	Normal
Oldfield	Strip King Tunnel Ram	12.25	1,059	$848	3	Normal
Oldfield	Strip King Tunnel Ram	31	1,249	$452	3	Normal
Oldfield	Strip King Tunnel Ram	8.5	1,018	$929	3	Normal
Oldfield	Strip King Tunnel Ram	9	1,059	$933	3	Heavy
Perfect Port	Assassin Single Plane	9.5	1,018	$1,022	3	Heavy
Perfect Port	Centurion Dual Plane	21	1,200	$212	1	Normal
Perfect Port	Centurion Dual Plane	9.5	1,080	$331	2	Normal
Perfect Port	Centurion Dual Plane	15	1,038	$361	2	Normal
Perfect Port	Centurion Single Plane	9	1,080	$811	2	Normal
Perfect Port	Centurion Single Plane	9	1,059	$848	2	Normal
Perfect Port	Centurion Single Plane	9.5	1,059	$848	2	Normal
Perfect Port	Centurion Single Plane	15	1,059	$848	2	Normal
Perfect Port	Commander Single Plane	12	1,059	$848	2	Normal
Perfect Port	Commander Single Plane	8.4	1,059	$933	2	Heavy
Perfect Port	Crusader Tunnel Ram	10.5	1,038	$976	2	Heavy
Perfect Port	Crusader Tunnel Ram	11	1,038	$976	3	Heavy
Perfect Port	Crusader Tunnel Ram	16	1,059	$933	3	Heavy
Perfect Port	Emperor Tunnel Ram	11	1,018	$1,114	3	Extra Heavy
Perfect Port	Emperor Tunnel Ram	8.7	999	$1,069	3	Heavy
Perfect Port	Road Squire LW Dual Plane	10	1,080	$331	1	Normal
Perfect Port	Road Squire LW Dual Plane	13	1,080	$331	1	Normal
Perfect Port	Road Squire Dual Plane	34	1,320	$263	1	Normal
Perfect Port	Road Squire Dual Plane	9	1,059	$346	1	Normal
Perfect Port	Road Squire Dual Plane	14	1,200	$212	1	Normal
Perfect Port	Street Knight Single Plane	9.8	1,059	$848	2	Normal
Perfect Port	Street Knight Single Plane	9	1,018	$929	2	Normal
Perfect Port	Street Knight Single Plane	15	1,080	$811	2	Normal
Perfect Port	Street Knight Single Plane	8.5	1,080	$811	2	Normal
Perfect Port	Street Lord Dual Plane	16	1,018	$415	3	Heavy

Intake Manifolds continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Perfect Port	Street Lord Tunnel Ram	10	1,059	$848	2	Normal
Perfect Port	Street Lord Tunnel Ram	11	1,059	$848	3	Normal
Perfect Port	Street Lord Tunnel Ram	8	1,038	$976	3	Heavy
Perfect Port	Street Lord Tunnel Ram	8.2	1,038	$976	2	Heavy
Perfect Port	Street Lord Tunnel Ram	15	1,080	$892	3	Heavy
Perfect Port	Street Lord Tunnel Ram	9	1,059	$848	3	Normal
Perfect Port	Street Port Alum. Dual Plane	8	1,059	$346	2	Normal
Perfect Port	Street Port Dual Plane	16	1,059	$346	2	Normal
Perfect Port	Street Port Dual Plane	14.5	1,176	$243	2	Heavy
Perfect Port	Street Port Dual Plane	10	1,059	$346	2	Normal
Perfect Port	Street Port Single Plane	7.4	1,080	$811	2	Normal
Perfect Port	Super Centurion Dual Plane	10.5	1,038	$397	3	Heavy
Perfect Port	Super Centurion Single Plane	14	1,038	$976	3	Heavy
Pontiac	Ram Air IV	10.28	1,018	$378	2	Normal
Pontiac	SD Aluminum	9.98	1,080	$331	2	Normal
Pontiac	SD Single Plane	9.98	1,080	$811	3	Normal
Pontiac	Stock	30.5	1,200	$212	1	Normal
Pontiac	Aluminum	10.28	1,018	$378	2	Normal
Rad Rat	Banshee Dual Plane	9	1,038	$397	4	Heavy
Rad Rat	Banshee Single Plane	9	1,059	$933	4	Heavy
Rad Rat	Power Tower Tunnel Ram	9.5	1,059	$848	2	Normal
Rad Rat	Power Tower Tunnel Ram	10.5	1,059	$933	3	Heavy
Rad Rat	Power Tower Tunnel Ram	11	1,059	$933	3	Heavy
Rad Rat	Scooter Alum. Dual Plane	8.6	1,080	$331	2	Normal
Rad Rat	Scooter Dual Plane	12.5	1,224	$210	1	Normal
Rad Rat	Screamer Dual Plane	9.5	1,080	$331	2	Normal
Rad Rat	Screamer Dual Plane	10	1,080	$331	2	Normal
Rad Rat	Screamer Ultra Dual Plane	7.8	1,059	$346	2	Normal
Rad Rat	Screamer Ultra Dual Plane	9.5	1,038	$397	3	Heavy
Rad Rat	Ultimate Tunnel Ram	9.2	1,038	$976	3	Heavy
Rad Rat	Vortex Single Plane	9.5	1,080	$811	2	Normal
Rad Rat	Vortex Single Plane	11	1,059	$848	2	Normal
Rad Rat	Vortex Single Plane	9	1,080	$811	3	Normal
Rad Rat	Vortex Ultra Single Plane	9.5	1,038	$976	3	Heavy
Rad Rat	Vortex Ultra Single Plane	6.2	1,059	$848	2	Normal
Street Shark	Hunter Single Plane	9	1,038	$888	3	Normal
Street Shark	Predator Dual Plane	7.5	1,018	$415	4	Heavy
Street Shark	Stalker Dual Plane	10	1,059	$346	2	Normal
Walter	Bighorn Tunnel Ram	12	1,059	$933	2	Heavy
Walter	Bighorn Tunnel Ram	11	1,038	$888	3	Normal
Walter	Intimidator Tunnel Ram	12	1,038	$976	3	Heavy
Walter	Stocker Dual Plane	10	1,059	$346	2	Normal
Walter	Stocker Dual Plane	10	1,059	$346	2	Normal
Walter	Stocker Single Plane	10	1,059	$848	3	Normal
Walter	Stocker Single Plane	10	1,059	$848	3	Normal
Walter	Street Dual Plane	11	1,059	$346	1	Normal
Walter	Street Dual Plane	10	1,059	$346	2	Normal
Walter	Street Single Plane	11	1,059	$848	2	Normal
Walter	Street Single Plane	10	1,080	$811	2	Normal

Lubrication Systems

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Stock	10	2,400	$174	1	Normal
Buick	Nailhead Stock	12	2,880	$179	1	Normal
Bully	HD	12	2,400	$474	2	Heavy
Bully	XHD	14	2,400	$974	3	Extra Heavy
Cadillac	Big Block Stock	12	2,880	$179	1	Normal
Cadillac	L-Head Stock	10	2,400	$174	1	Normal
Chevrolet	Big Block Perf.	12	2,400	$474	2	Heavy
Chevrolet	Small Block Perf.	10	2,000	$670	2	Heavy
Chevrolet	Small Block Stock	10	2,400	$174	1	Normal
Chevrolet	Big Block Stock	10	2,400	$174	1	Normal
Chrysler	Big Block Perf.	12	2,400	$474	2	Heavy
Chrysler	Big Block Stock	12	2,880	$179	1	Normal
Chrysler	Small Block Stock	10	2,400	$174	1	Normal
Ford	385 Performance	12	2,400	$474	2	Heavy
Ford	385 Stock	12	2,880	$179	1	Normal
Ford	Big Block Boss	16	2,743	$977	3	Extra Heavy
Ford	Big Block Perf.	12	2,400	$474	2	Heavy
Ford	Big Block Stock	12	2,880	$179	1	Normal
Ford	Cleveland Stock	10	2,400	$174	1	Normal
Ford	Cobra	15	3,000	$480	3	Heavy
Ford	Flathead Stock	10	2,400	$174	1	Normal
Ford	Small Block Boss	10	1,714	$1,367	3	Extra Heavy
Ford	Small Block Stock	10	2,400	$174	1	Normal
Ford	Windsor Stock	10	2,400	$174	1	Normal
Ford	Y Block Stock	12	2,880	$179	1	Normal
GM	Z11	12	2,400	$474	3	Heavy
Oldsmobile	Big Block Perf.	12	2,400	$474	2	Heavy
Oldsmobile	Big Block Stock	12	2,880	$179	1	Normal
Pontiac	Performance	12	2,400	$474	2	Heavy
Pontiac	Stock	12	2,880	$179	1	Normal

Mufflers

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Coatili	Stock	10	2,400	$49	1	Normal
Coatili	Stock	8	2,400	$89	1	Normal
Edelbrock	304	8.25	600	$291	3	Normal
Edelbrock	RPM	7.75	600	$301	3	Normal
Edelbrock	Victor	7.26	600	$311	3	Normal
GM	Dual Resonator	12	2,400	$49	2	Normal
GM	Camaro Sidepipes	12	2,400	$49	2	Normal
Hooker	Street Shaker	8	600	$296	3	Normal

Nitrous Injectors

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Lindstrom	Cheetah	15	119	$8,665	2	Normal
Lindstrom	Little Rabbit	5	144	$5,007	1	Normal

Pistons

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Group 19	0.44	1,400	$297	2	Normal
AMC	Stock	0.625	1,350	$54	1	Normal
Buick	Domed Top	0.45	1,300	$333	1	Normal
Buick	Flat Top	0.45	1,350	$54	1	Normal
Buick	Recesssed Top	0.45	1,825	$114	1	Normal
Buick	Wedge Top	0.45	1,325	$183	1	Normal
C & B	Domed (.1)	0.41	1,345	$185	1	Normal
C & B	Domed (.2)	0.42	1,340	$197	1	Normal
C & B	Domed (.3)	0.43	1,335	$210	1	Normal
C & B	Domed (.4)	0.44	1,405	$278	2	Normal
C & B	Domed (.5)	0.45	1,400	$327	2	Heavy
C & B	Domed (.6)	0.45	1,395	$349	2	Heavy
C & B	Domed (.75)	0.45	1,388	$385	3	Heavy
Cadillac	Stock	0.625	1,350	$54	1	Normal
Cadillac	Stock	0.725	1,500	$40	1	Normal
Cadillac	Stock FA	0.625	1,425	$64	1	Normal
Cadillac	Wedge Top	0.625	1,325	$183	2	Normal
Cadillac	Wedge Top	0.625	1,325	$183	2	Normal
Chevrolet	Domed Top	0.625	1,388	$350	2	Normal
Chevrolet	Domed Top HP	0.625	1,375	$414	2	Normal
Chevrolet	Forged Aluminum	0.44	1,425	$64	2	Normal
Chevrolet	Recessed Top	0.625	1,912	$153	1	Heavy
Chevrolet	Stock	0.625	1,425	$64	2	Normal
Chevrolet	Stock	0.625	1,838	$126	1	Heavy
Chevrolet	Stock	0.625	1,350	$54	1	Normal
Chevrolet	Stock	0.44	1,350	$54	1	Normal
Chevrolet	Wedge Top	0.625	1,412	$193	3	Normal
Chevrolet	Z28 Recessed Top	0.45	1,912	$153	2	Heavy
Chrysler	Forged Aluminum	0.625	1,425	$64	2	Normal
Chrysler	Stock	0.44	1,350	$54	1	Normal
Chrysler	Stock	0.625	1,350	$54	1	Normal
Chrysler	Wedge Top	0.625	1,345	$142	2	Normal
Duro Rod	Domed (.1)	0.45	1,420	$228	1	Heavy
Duro Rod	Domed (.2)	0.45	1,415	$243	1	Heavy
Duro Rod	Domed (.2)	0.44	1,415	$244	1	Normal
Duro Rod	Domed (.3)	0.43	1,410	$260	2	Normal
Duro Rod	Domed (.35)	0.45	1,408	$268	2	Heavy
Duro Rod	Domed (.35)	0.45	1,408	$269	2	Normal
Duro Rod	Domed (.45)	0.45	1,402	$286	2	Heavy
Duro Rod	Domed (.5)	0.45	1,400	$295	2	Heavy
Duro Rod	Domed (.5)	0.43	1,400	$297	2	Normal
Duro Rod	Domed (.65)	0.45	1,392	$328	2	Normal

Pistons continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Duro Rod	Flat Top	0.44	1,425	$71	1	Heavy
Duro Rod	Recessed (-.1)	0.43	1,905	$139	1	Normal
Duro Rod	Recessed (-.15)	0.45	1,908	$153	1	Heavy
Duro Rod	Recessed (-.3)	0.42	1,815	$114	1	Normal
Duro Rod	Recessed (-.3)	0.43	1,815	$114	1	Normal
Duro Rod	Recessed (-.3)	0.44	1,915	$139	2	Normal
Duro Rod	Recessed (-.3)	0.44	1,915	$139	2	Normal
Duro Rod	Recessed (-.3)	0.42	1,915	$153	2	Heavy
Duro Rod	Recessed (-.3)	0.43	1,915	$153	2	Heavy
Duro Rod	Recessed (-.3)	0.43	1,915	$153	2	Heavy
Duro Rod	Recessed (-.3)	0.43	1,915	$153	2	Heavy
Duro Rod	Recessed (-.3)	0.43	1,915	$153	2	Heavy
Duro Rod	Recessed (-.35)	0.42	1,918	$139	2	Normal
Duro Rod	Recessed (-.6)	0.42	1,830	$126	2	Heavy
Duro Rod	Recessed (-.6)	0.42	1,830	$114	2	Normal
Duro Rod	Recessed (-.6)	0.43	1,930	$139	2	Normal
Duro Rod	Recessed (-.6)	0.43	1,930	$153	2	Heavy
Duro Rod	Recessed (-.6)	0.42	1,930	$153	2	Heavy
Duro Rod	Recessed (-.6)	0.42	1,930	$153	2	Heavy
Duro Rod	Recessed (-.6)	0.42	1,930	$153	2	Heavy
Duro Rod	Recessed (-.6)	0.42	1,830	$114	2	Normal
Duro Rod	Recessed (-.6)	0.41	1,930	$153	2	Heavy
Duro Rod	Wedge (.15)	0.44	1,418	$181	1	Normal
Duro Rod	Wedge (.2)	0.44	1,340	$151	1	Normal
Duro Rod	Wedge (.25)	0.44	1,412	$193	1	Normal
Duro Rod	Wedge (.3)	0.42	1,335	$161	1	Normal
Duro Rod	Wedge (.5)	0.43	1,325	$183	2	Normal
Duro Rod	Wedge (.6)	0.45	1,320	$195	2	Normal
Duro Rod	Wedge (.75)	0.43	1,312	$236	2	Heavy
Duro Rod	Wedge (.8)	0.45	1,385	$275	3	Normal
Ford	Boss	0.625	1,425	$71	2	Heavy
Ford	Boss 302	0.44	1,425	$64	2	Light
Ford	CJ	0.625	1,425	$64	2	Normal
Ford	Dished Top	0.625	1,812	$126	1	Heavy
Ford	Flathead Domed Top	0.45	1,300	$333	2	Normal
Ford	Domed Top (.5)	0.45	1,325	$217	2	Normal
Ford	Forged Aluminum	0.625	1,425	$64	2	Normal
Ford	Forged Aluminum C	0.625	1,425	$64	1	Normal
Ford	LR Domed Top	0.625	1,405	$278	3	Normal
Ford	Recessed Top	0.625	1,805	$125	1	Heavy
Ford	Stock	0.44	1,350	$54	1	Normal
Ford	Stock	0.45	1,350	$50	1	Normal
Ford	Stock	0.625	1,350	$54	1	Normal
Ford	Stock	0.625	1,350	$54	1	Normal
Ford	Stock	0.625	1,350	$54	1	Normal
Ford	Flathead Stock	0.44	1,350	$54	1	Normal
Ford	FH Wedge Top	0.45	1,325	$183	2	Normal
JE Pistons	Domed Top	0.625	1,400	$297	2	Normal
JE Pistons	Domed Top	0.625	1,400	$297	2	Normal

Pistons continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
JE Pistons	Domed (.2)	0.42	1,415	$244	2	Normal
JE Pistons	Domed (.25)	0.42	1,412	$277	1	Heavy
JE Pistons	Domed (.25)	0.44	1,412	$252	2	Normal
JE Pistons	Domed (.25)	0.43	1,412	$252	2	Normal
JE Pistons	Domed (.25)	0.44	1,412	$252	2	Normal
JE Pistons	Domed (.25)	0.44	1,412	$252	2	Normal
JE Pistons	Domed (.25)	0.42	1,412	$252	2	Normal
JE Pistons	Domed (.25)	0.43	1,412	$252	2	Normal
JE Pistons	Domed (.25)	0.44	1,412	$252	2	Normal
JE Pistons	Domed (.25)	0.625	1,412	$252	1	Normal
JE Pistons	Domed (.25)	0.44	1,412	$252	1	Normal
JE Pistons	Domed (.3)	0.43	1,410	$260	2	Normal
JE Pistons	Domed (.3)	0.42	1,410	$260	2	Normal
JE Pistons	Domed (.5)	0.45	1,400	$297	2	Normal
JE Pistons	Domed (.5)	0.44	1,400	$297	2	Normal
JE Pistons	Domed (.5)	0.44	1,400	$297	2	Normal
JE Pistons	Domed (.5)	0.44	1,400	$297	2	Normal
JE Pistons	Domed (.5)	0.44	1,400	$297	2	Normal
JE Pistons	Domed (.5)	0.42	1,400	$297	2	Normal
JE Pistons	Domed (.75)	0.43	1,388	$385	2	Heavy
JE Pistons	Domed (.75)	0.45	1,388	$350	2	Normal
JE Pistons	Domed (.75)	0.628	1,388	$385	2	Heavy
JE Pistons	Domed (.75)	0.45	1,388	$385	2	Heavy
JE Pistons	Domed (.75)	0.43	1,388	$350	2	Normal
JE Pistons	Domed (.75)	0.45	1,388	$385	2	Heavy
JE Pistons	Domed (.75)	0.45	1,388	$350	2	Normal
JE Pistons	Domed (.75)	0.44	1,388	$350	2	Normal
JE Pistons	Domed (.75)	0.43	1,388	$350	2	Normal
JE Pistons	Domed (.75)	0.44	1,388	$385	2	Heavy
JE Pistons	Domed (1.0)	0.44	1,375	$455	3	Heavy
JE Pistons	Domed (1.0)	0.46	1,375	$414	3	Normal
JE Pistons	Domed (1.0)	0.63	1,375	$455	3	Heavy
JE Pistons	Domed (1.0)	0.44	1,375	$455	3	Heavy
JE Pistons	Domed (1.0)	0.46	1,375	$455	3	Heavy
JE Pistons	Domed (1.0)	0.46	1,375	$455	3	Heavy
JE Pistons	Domed (1.0)	0.46	1,375	$455	3	Heavy
JE Pistons	Domed (1.0)	0.44	1,375	$455	3	Heavy
JE Pistons	Domed (1.0)	0.44	1,375	$455	3	Heavy
JE Pistons	Domed (1.25)	0.44	1,375	$455	3	Heavy
JE Pistons	Domed Top	0.44	1,400	$297	2	Normal
JE Pistons	Domed Top	0.44	1,400	$297	2	Normal
JE Pistons	Domed Top	0.44	1,400	$297	2	Normal
JE Pistons	Flat Top CSB	0.45	1,425	$64	1	Normal
JE Pistons	Recessed (-.15)	0.625	1,908	$139	1	Normal
JE Pistons	Recessed (-.25)	0.615	1,912	$139	1	Normal
JE Pistons	Recessed (-.35)	0.618	1,918	$139	2	Normal
JE Pistons	Recessed (-.5)	0.615	1,925	$153	2	Heavy
JE Pistons	Recessed (-.75)	0.61	1,938	$153	3	Heavy
JE Pistons	Wedge Top	0.44	1,412	$193	2	Normal

Pistons continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
JE Pistons	Wedge Top	0.625	1,412	$193	2	Normal
JE Pistons	Wedge Top	0.44	1,412	$193	2	Normal
JE Pistons	Wedge (.15)	0.44	1,418	$181	1	Normal
JE Pistons	Wedge (.15)	0.44	1,418	$181	1	Normal
JE Pistons	Wedge (.15)	0.43	1,418	$181	1	Normal
JE Pistons	Wedge (.15)	0.43	1,418	$181	1	Normal
JE Pistons	Wedge (.15)	0.41	1,418	$181	1	Normal
JE Pistons	Wedge (.15)	0.42	1,418	$181	2	Normal
JE Pistons	Wedge (.15)	0.43	1,418	$181	1	Normal
JE Pistons	Wedge (.15)	0.44	1,418	$181	1	Normal
JE Pistons	Wedge (.15)	0.42	1,418	$181	1	Normal
JE Pistons	Wedge (.25)	0.44	1,412	$193	2	Normal
JE Pistons	Wedge (.25)	0.44	1,412	$193	2	Normal
JE Pistons	Wedge (.25)	0.44	1,412	$193	2	Normal
JE Pistons	Wedge (.25)	0.44	1,412	$193	2	Normal
JE Pistons	Wedge (.25)	0.44	1,412	$193	2	Normal
JE Pistons	Wedge (.25)	0.42	1,412	$193	2	Normal
JE Pistons	Wedge (.35)	0.625	1,408	$205	2	Normal
JE Pistons	Wedge (.35)	0.46	1,408	$205	2	Normal
JE Pistons	Wedge (.4)	0.42	1,405	$212	2	Normal
JE Pistons	Wedge (.5)	0.625	1,400	$226	2	Normal
JE Pistons	Wedge (.5)	0.42	1,400	$226	2	Normal
JE Pistons	Wedge (.5)	0.44	1,400	$226	2	Normal
JE Pistons	Wedge (.5)	0.44	1,400	$226	2	Normal
JE Pistons	Wedge (.5)	0.44	1,400	$226	2	Normal
JE Pistons	Wedge (.5)	0.44	1,400	$226	2	Normal
JE Pistons	Wedge (.5)	0.42	1,400	$226	2	Normal
JE Pistons	Wedge (.5)	0.44	1,400	$226	2	Normal
JE Pistons	Wedge (.5)	0.44	1,400	$226	2	Normal
JE Pistons	Wedge (.75)	0.628	1,388	$293	2	Heavy
JE Pistons	Wedge (.75)	0.45	1,388	$293	2	Heavy
JE Pistons	Wedge (.75)	0.45	1,388	$293	2	Heavy
JE Pistons	Wedge (.75)	0.45	1,388	$293	2	Heavy
JE Pistons	Wedge (.75)	0.44	1,388	$266	2	Normal
JE Pistons	Wedge (.75)	0.43	1,388	$266	2	Normal
JE Pistons	Wedge (.75)	0.44	1,388	$266	2	Normal
JE Pistons	Wedge (.75)	0.44	1,388	$293	2	Heavy
JE Pistons	Wedge (1.0)	0.63	1,375	$376	3	Extra Heavy
JE Pistons	Wedge (1.0)	0.44	1,375	$345	3	Heavy
JE Pistons	Wedge (1.0)	0.44	1,375	$345	3	Heavy
JE Pistons	Wedge (1.0)	0.46	1,375	$345	3	Heavy
JE Pistons	Wedge (1.0)	0.46	1,375	$345	3	Heavy
JE Pistons	Wedge (1.0)	0.46	1,375	$345	3	Heavy
JE Pistons	Wedge (1.0)	0.45	1,375	$345	3	Heavy
JE Pistons	Wedge (1.0)	0.44	1,375	$345	3	Heavy
JE Pistons	Wedge Top	0.625	1,412	$193	2	Normal
Newcomb	Domed (.25)	0.44	1,338	$204	1	Normal
Newcomb	Flat Top	0.42	1,350	$54	2	Normal
Newcomb	Flat Top Lightweight	0.4	1,425	$64	2	Normal

Pistons continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Newcomb	Recessed (-.2)	0.43	1,810	$114	1	Normal
Newcomb	Recessed (-.25)	0.43	1,812	$114	1	Normal
Newcomb	Recessed (-.25)	0.43	1,812	$114	2	Normal
Newcomb	Recessed (-.25)	0.43	1,812	$114	1	Normal
Newcomb	Recessed (-.25)	0.43	1,812	$114	2	Normal
Newcomb	Recessed (-.25)	0.43	1,812	$114	2	Normal
Newcomb	Recessed (-.25)	0.43	1,812	$114	2	Normal
Newcomb	Recessed (-.25)	0.42	1,812	$114	2	Normal
Newcomb	Recessed (-.25)	0.44	1,812	$114	2	Normal
Newcomb	Recessed (-.25)	0.44	1,812	$114	1	Normal
Newcomb	Recessed (-.25)	0.44	1,812	$114	1	Normal
Newcomb	Recessed (-.45)	0.43	1,822	$114	2	Normal
Newcomb	Recessed (-.5)	0.43	1,825	$114	2	Normal
Newcomb	Recessed (-.5)	0.42	1,825	$114	2	Normal
Newcomb	Recessed (-.5)	0.42	1,825	$114	2	Normal
Newcomb	Recessed (-.5)	0.42	1,825	$114	2	Normal
Newcomb	Recessed (-.5)	0.43	1,825	$114	2	Normal
Newcomb	Recessed (-.5)	0.41	1,825	$114	2	Normal
Newcomb	Recessed (-.5)	0.43	1,825	$114	2	Normal
Newcomb	Recessed (-.5)	0.43	1,825	$114	2	Normal
Newcomb	Recessed (-.5)	0.43	1,825	$114	2	Normal
Newcomb	Recessed (-.75)	0.43	1,838	$126	2	Heavy
Newcomb	Recessed (-.75)	0.42	1,938	$139	2	Normal
Newcomb	Recessed (-.75)	0.41	1,838	$126	2	Heavy
Newcomb	Recessed (-.75)	0.41	1,838	$126	2	Heavy
Newcomb	Recessed (-.75)	0.41	1,838	$114	2	Normal
Newcomb	Recessed (-.75)	0.4	1,838	$126	2	Heavy
Newcomb	Recessed (-.75)	0.42	1,838	$126	2	Heavy
Newcomb	Recessed (-.75)	0.42	1,838	$126	2	Heavy
Newcomb	Wedge Top (.25)	0.44	1,412	$175	2	Normal
Newcomb	Wedge (.25)	0.43	1,338	$156	1	Normal
Newcomb	Wedge (.3)	0.44	1,335	$161	2	Normal
Newcomb	Wedge (.35)	0.44	1,332	$166	2	Normal
Newcomb	Wedge (.4)	0.45	1,330	$172	2	Normal
Newcomb	Wedge (.6)	0.44	1,320	$195	2	Normal
Newcomb	Wedge (1.0)	0.44	1,300	$278	2	Heavy
Newcomb	Wedge (1.0)	0.46	1,375	$314	3	Normal
Newcomb	Wedge Top (.15)	0.45	1,342	$133	1	Normal
Newcomb	Wedge Top (.2)	0.45	1,340	$137	1	Normal
Newcomb	Wedge Top (.3)	0.45	1,335	$146	2	Normal
Newcomb	Wedge Top (.35)	0.45	1,332	$151	2	Normal
Newcomb	Wedge Top (.4)	0.45	1,330	$156	2	Normal
Pontiac	Forged Aluminum	0.625	1,425	$64	2	Normal
Pontiac	Ram Air IV	0.44	1,425	$71	2	Heavy
Pontiac	Stock	0.44	1,350	$54	1	Normal

Rear Ends

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Dana	2.73 Locking	22.8	5,627	$725	1	Normal
Dana	2.93 Locking	23.0179	5,571	$774	1	Normal
Dana	3.00 Locking	23.09	5,550	$790	1	Normal
Dana	3.07 Locking	23.1	5,529	$807	1	Normal
Dana	3.10 Locking	22.193	5,520	$815	1	Normal
Dana	3.23 Locking	23.3269	5,478	$846	1	Normal
Dana	3.25 Locking	23.3269	5,472	$851	1	Normal
Dana	3.31 Locking	22.4093	5,452	$865	1	Normal
Dana	3.42 Locking	23.5226	5,415	$892	2	Normal
Dana	3.50 Locking	23.605	5,388	$911	2	Normal
Dana	3.54 Locking	23.6462	5,373	$921	2	Normal
Dana	3.55 Locking	23.6565	5,370	$923	2	Normal
Dana	3.56 Locking	22.6668	5,366	$926	2	Normal
Dana	3.64 Locking	23.7492	5,338	$945	2	Normal
Dana	3.70 Locking	23.811	5,316	$960	2	Normal
Dana	3.77 Locking	23.8831	5,289	$977	2	Normal
Dana	3.9 Locking	24.017	5,240	$1,008	3	Normal
Dana	3.91 Locking	23.1621	5,236	$1,010	3	Normal
Dana	4.10 Locking	32.5	5,160	$1,558	3	Heavy
Dana	4.33 Locking	33	5,063	$1,642	3	Heavy
Ford	3.31 Banjo	24	5,452	$360	1	Light
Ford	3.90 Banjo	25	5,240	$430	1	Light
Ford	4.10 Banjo	22.5	5,160	$454	1	Light
Ford	8″ (3.08)	26.3	5,526	$810	1	Normal
Ford	8″ (3.27)	26.5	5,465	$856	1	Normal
Ford	8″ (3.45)	26.7	5,405	$899	1	Normal
Ford	8″ (3.55)	26.8	5,370	$923	1	Normal
Ford	8″ (3.73)	27	5,304	$967	1	Normal
Ford	8″ (4.10)	27.4	5,160	$1,056	1	Normal
Ford	9″ (3.08)	31.4	5,526	$1,187	2	Heavy
Ford	9″ (3.27)	31.6	5,465	$1,256	2	Heavy
Ford	9″ (3.45)	31.8	5,405	$1,322	2	Heavy
Ford	9″ (3.55)	31.9	5,370	$1,358	2	Heavy
Ford	9″ (3.73)	32.1	5,304	$1,424	2	Heavy
Ford	9″ (4.10)	32.5	5,160	$1,558	3	Heavy
GM	10-bolt (2.73)	25.9	5,627	$725	1	Normal
GM	10-bolt (3.08)	26.3	5,526	$810	1	Normal
GM	10-bolt (3.36)	26.6	5,436	$878	1	Normal
GM	10-bolt (3.55)	26.8	5,370	$923	1	Normal
GM	10-bolt (3.70)	27	5,316	$960	1	Normal
GM	12-bolt (2.73)	31	5,627	$1,060	2	Heavy
GM	12-bolt (3.07)	31.4	5,529	$1,184	2	Heavy
GM	12-bolt (3.31)	31.6	5,452	$1,271	2	Heavy
GM	12-bolt (3.55)	31.9	5,370	$1,358	2	Heavy
GM	12-bolt (3.55) Police	38.4	5,370	$1,793	3	Extra Heavy
GM	12-bolt (3.73)	32.1	5,304	$1,424	2	Heavy
GM	12-bolt (4.10)	32.5	5,160	$1,558	3	Heavy
GM	3.40 Locking	23.502	5,422	$887	1	Normal
GM	3.71 Locking	22	5,312	$962	2	Normal
Hall	14-bolt (3.42)	38.2	5,415	$1,730	3	Extra Heavy
Hall	14-bolt (3.73)	38.6	5,304	$1,881	3	Extra Heavy
Hall	14-bolt (4.10)	39.1	5,160	$2,061	3	Extra Heavy

Rear Spoilers

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Vich	Aera 100	16	9,000	$940	2	Normal
Vich	Aera 25	10	9,938	$387	1	Normal
Vich	Aera 50	12	9,750	$498	1	Normal
Vich	Aera 75	14	9,438	$682	1	Normal
Vich	Boundary 125	18	8,438	$1,272	2	Normal
Vich	Boundary 150	20	7,750	$1,678	2	Normal
Vich	Boundary 175	22	6,938	$2,157	3	Normal
Vich	Boundary 200	24	6,000	$2,710	3	Normal
Vich	Boundary 225	26	4,938	$3,337	3	Normal

Shocks

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Edelbrock	Performer IAS	3.5	1,201	$76	2	Heavy
Edelbrock	Street Stock Race	4	1,201	$130	3	Extra Heavy
Pro-Formance	HD (0.24)	3.5	1,201	$66	2	Heavy
Pro-Formance	HD (0.3)	3.5	1,201	$72	2	Heavy
Pro-Formance	HD (0.36)	3.5	1,201	$84	2	Heavy
Pro-Formance	LD (0.2)	2.5	1,201	$22	1	Light
Pro-Formance	LD (0.3)	2.5	1,201	$32	1	Light
Pro-Formance	ND (0.2)	3	1,201	$32	1	Normal
Pro-Formance	ND (0.3)	3	1,201	$42	1	Normal
Pro-Formance	ND (0.3) 12.5"	5	1,202	$267	1	Normal
Pro-Formance	XHD (0.3)	4	1,201	$122	3	Extra Heavy
Pro-Formance	XHD (0.36)	4	1,201	$134	3	Extra Heavy
Pro-Formance	XHD (0.4)	4	1,201	$142	3	Extra Heavy

Springs

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Ansman	220 lb/in Coil	7.1	1,800	$257	1	Normal
Ansman	250 lb/in Coil	7.5	1,800	$305	2	Normal
Ansman	260 lb/in Coil	7.6	1,800	$323	2	Normal
Ansman	240 lb/in Coil	7.4	1,800	$288	1	Normal
Ansman	230 lb/in Coil	7.2	1,800	$272	1	Normal
Ansman	270 lb/in Coil	7.7	1,800	$341	2	Normal
Ansman	290 lb/in Coil	8.1	1,800	$381	2	Normal
Ansman	180 lb/in Coil	6.5	1,800	$206	1	Normal
Ansman	300 lb/in Coil	8.3	1,800	$402	2	Normal
Ansman	280 lb/in Coil	7.9	1,800	$361	2	Normal
Edelbrock	AB	6.5	1,800	$226	2	Heavy
Edelbrock	AGB	6.5	1,800	$239	2	Heavy
Edelbrock	AS	6	1,800	$203	2	Heavy
Edelbrock	F	6.8	1,800	$253	2	Heavy
Edelbrock	M	6.2	1,800	$214	2	Heavy
Gifford	70 lb/in traverse	13.6	2,250	$58	1	Normal
Gifford	100 lb/in Traverse	14.9	2,250	$70	1	Normal
Gifford	90 lb/in traverse	14.5	2,250	$65	1	Normal

Springs continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Gifford	80 lb/in traverse	14.1	2,250	$61	1	Normal
Gifford	110 lb/in traverse	15.4	2,250	$76	1	Normal
Gifford	130 lb/in Coil	5.4	1,800	$160	1	Normal
Gifford	150 lb/in Coil	5.8	1,800	$176	1	Normal
Gifford	180 lb/in Coil-over	6.4	1,800	$206	3	Normal
Gifford	190 lb/in Coil-over	6.6	1,800	$217	3	Normal
Gifford	200 lb/in Coil-over	6.8	1,800	$230	3	Normal
Gifford	170 lb/in Leaf	16.8	2,250	$124	1	Normal
Gifford	160 lb/in Leaf	16.5	2,250	$114	1	Normal
Gifford	150 lb/in Leaf	16.1	2,250	$105	1	Normal
Gifford	110 lb/in Coil	5.1	1,800	$146	1	Normal
Gifford	100 lb/in Coil	5.1	1,800	$141	1	Normal
Gifford	240 lb/in Coil-over	7.5	1,800	$288	3	Normal
Gifford	110 lb/in leaf spring	14.5	2,250	$76	1	Normal
Gifford	120 lb/in leaf spring	14.9	2,250	$82	1	Normal
Gifford	130 lb/in leaf spring	15.4	2,250	$89	1	Normal
Gifford	140 lb/in leaf spring	15.7	2,250	$97	1	Normal
Gifford	160 lb/in coil-over	6	1,800	$185	3	Normal
Gifford	170 lb/in coil-over	6.2	1,800	$195	3	Normal
Gifford	230 lb/in Coil-over	7.3	1,800	$272	3	Normal
Gifford	220 lb/in Coil-over	7.2	1,800	$257	3	Normal
Gifford	210 lb/in Coil-over	6.9	1,800	$243	3	Normal
Gifford	200 lb/in Leaf	17.7	2,250	$159	3	Normal
Gifford	190 lb/in Leaf	17.4	2,250	$147	2	Normal
Gifford	180 lb/in Leaf	17.1	2,250	$135	2	Normal
Gifford	170 lb/in Coil	6.2	1,800	$195	1	Normal
Gifford	160 lb/in Coil	6	1,800	$185	1	Normal
Gifford	250 lb/in Coil-over	7.6	1,800	$305	3	Normal
Gifford	140 lb/in Coil	5.6	1,800	$167	1	Normal
Gifford	120 lb/in Coil	5.2	1,800	$153	1	Normal

Sway Bars

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Edelbrock	Tubular Panhard	6	600	$1,151	2	Heavy
Potter	100 Nm	10	1,200	$412	1	Normal
Potter	110 Nm	11	1,200	$432	1	Normal
Potter	120 Nm	12	1,200	$452	1	Normal
Potter	130 Nm	13	1,200	$472	1	Normal
Potter	140 Nm	14	1,200	$492	1	Normal
Potter	150 Nm	15	1,200	$512	1	Normal
Potter	160 Nm	16	1,200	$532	1	Normal
Potter	170 Nm	17	1,200	$607	1	Heavy
Potter	180 Nm	18	1,200	$629	2	Heavy
Potter	190 Nm	19	1,200	$651	2	Heavy
Potter	200 Nm	20	1,200	$673	2	Heavy
Potter	210 Nm	21	1,200	$695	2	Heavy
Potter	220 Nm	22	1,200	$717	2	Heavy
Potter	230 Nm	23	1,200	$739	2	Heavy

Sway Bars continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Potter	240 Nm	24	1,200	$761	2	Heavy
Potter	250 Nm	25	1,200	$783	3	Heavy
Potter	260 Nm	26	1,200	$878	3	Extra Heavy
Potter	270 Nm	27	1,200	$902	3	Extra Heavy
Potter	280 Nm	28	1,200	$926	3	Extra Heavy
Potter	50 Nm	5	1,200	$312	1	Light
Potter	60 Nm	6	1,200	$332	1	Light
Potter	70 Nm	7	1,200	$352	1	Light
Potter	80 Nm	8	1,200	$372	1	Normal
Potter	90 Nm	9	1,200	$392	1	Normal

Tires

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Begren	207/70/14 Bias Belted	11	4,804	$134	1	Normal
Begren	224/60/15 Bias Belted	12	4,838	$239	1	Normal
Begren	243/60/15 Bias Belted	12	4,876	$255	1	Normal
Begren	231/60/15 Bias Belted	12	4,852	$245	1	Normal
Begren	221/70/14 Bias Belted	11	4,832	$147	1	Normal
Begren	232/70/14 Bias Belted	12	4,854	$156	1	Normal
Begren	210/70/15 Bias Belted	12	4,810	$167	1	Normal
Begren	227/70/15 Bias Belted	12	4,844	$182	1	Normal
Begren	216/70/15 Bias Belted	12	4,822	$172	1	Normal
Begren	212/70/14 Bias Belted	11	4,814	$139	1	Normal
Firestone	190/60/14 Bias Belted	11	3,570	$184	1	Normal
Firestone	238/72/14 Bias Belted	11	3,666	$153	1	Normal
Firestone	195/60/15 Bias Belted	11	3,580	$248	2	Heavy
Firestone	162/68/18 Bias Belted	10	3,514	$172	1	Light
Firestone	202/60/15 Bias Belted	11	3,594	$224	1	Normal
Firestone	178/60/15 Bias Belted	11	3,546	$204	1	Normal
Firestone	202/92/14 Bias Belted	11	3,594	$122	1	Normal
Firestone	178/92/14 Bias Belted	11	3,546	$102	1	Normal
Firestone	214/82/14 Bias Belted	11	3,618	$132	1	Normal
Firestone	202/82/14 Bias Belted	11	3,594	$122	1	Normal
Firestone	190/82/14 Bias Belted	11	3,570	$112	1	Normal
Firestone	178/82/14 Bias Belted	11	3,546	$102	1	Normal
Firestone	166/82/14 Bias Belted	11	3,522	$91	1	Normal
Firestone	238/92/15 Bias Belted	11	3,666	$183	2	Normal
Firestone	226/92/15 Bias Belted	11	3,642	$173	1	Normal
Firestone	202/92/15 Bias Belted	11	3,594	$152	1	Normal
Firestone	178/92/15 Bias Belted	11	3,546	$132	1	Normal
Firestone	238/82/15 Bias Belted	11	3,666	$183	2	Normal
Firestone	214/82/15 Bias Belted	11	3,618	$162	1	Normal
Firestone	190/82/15 Bias Belted	11	3,570	$142	1	Normal
Firestone	238/72/15 Bias Belted	11	3,666	$183	2	Normal
Firestone	226/72/15 Bias Belted	11	3,642	$173	1	Normal
Firestone	202/72/15 Bias Belted	11	3,594	$152	1	Normal
Firestone	238/60/15 Bias Belted	11	3,666	$255	2	Normal

Tires continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Firestone	226/60/15 Bias Belted	11	3,642	$245	1	Normal
Firestone	226/72/14 Bias Belted	11	3,642	$143	1	Normal
Firestone	214/60/14 Bias Belted	11	3,618	$204	1	Normal
Firestone	190/72/14 Bias Belted	11	3,570	$112	1	Normal
Firestone	202/72/14 Bias Belted	11	3,594	$122	1	Normal
Firestone	214/72/14 Bias Belted	11	3,618	$132	1	Normal
Firestone	238/60/14 Bias Belted	11	3,666	$225	1	Normal
Ford	18 x 5.25 BP Blackwalls	10	3,490	$107	1	Light
Goodyear	185/65/14 Radial	12	2,269	$283	1	Heavy
Goodyear	175/65/14 Radial	11	2,250	$274	1	Heavy
Goodyear	195/65/14 Radial	11	2,288	$292	1	Heavy
Goodyear	185/60/14 Radial	11	2,269	$313	1	Heavy
Goodyear	195/60/14 Radial	11	2,288	$322	1	Heavy
Goodyear	185/65/15 Radial	11	2,269	$313	1	Heavy
Goodyear	205/65/15 Radial	11	2,308	$330	1	Heavy
Goodyear	195/60/15 Radial	11	2,288	$352	1	Heavy
Goodyear	205/60/15 Radial	11	2,308	$360	1	Heavy
Goodyear	215/60/15 Radial	11	2,327	$369	1	Heavy
Goodyear	195/55/15 Radial	11	2,288	$382	1	Heavy
Goodyear	205/55/15 Radial	11	2,308	$390	1	Heavy
Goodyear	195/50/15 Radial	11	2,288	$412	1	Heavy
Goodyear	205/50/15 Radial	11	2,308	$420	1	Heavy
Goodyear	225/50/15 Radial	11	2,346	$437	1	Heavy
Goodyear	225/55/16 Radial	12	2,346	$437	1	Heavy
Goodyear	225/60/16 Radial	12	2,346	$407	1	Heavy
Goodyear	235/60/15 Radial	12	2,365	$386	1	Heavy
Goodyear	275/60/15 Radial	12	2,442	$420	2	Heavy
Goodyear	295/60/15 Radial	12	2,481	$438	3	Heavy
Goodyear	245/60/15 Radial	12	2,385	$395	2	Heavy
Goodyear	255/60/15 Radial	12	2,404	$403	2	Heavy
Goodyear	265/60/15 Radial	12	2,423	$412	2	Heavy
Goodyear	215/60/16 Radial	12	2,327	$399	1	Heavy
Goodyear	215/65/16 Radial	12	2,327	$369	1	Heavy
Goodyear	235/75/15 Radial	12	2,365	$314	2	Heavy
Goodyear	215/75/15 Radial	12	2,327	$297	1	Heavy
Goodyear	205/75/15 Radial	12	2,308	$288	1	Heavy
Goodyear	225/70/15 Radial	12	2,365	$326	2	Heavy
Goodyear	215/70/15 Radial	12	2,327	$309	1	Heavy
Goodyear	205/70/15 Radial	12	2,308	$300	1	Heavy
Goodyear	215/70/14 Radial	12	2,327	$279	1	Heavy
Goodyear	195/75/14 Radial	12	2,288	$250	1	Heavy
Goodyear	205/75/14 Radial	12	2,308	$258	1	Heavy
Goodyear	215/65/15 Radial	12	2,327	$339	2	Heavy
Goodyear	195/65/15 Radial	12	2,288	$322	1	Heavy
Goodyear	195/70/14 Radial	12	2,288	$262	1	Heavy
Goodyear	205/65/14 Radial	12	2,308	$300	1	Heavy
Michelin	205/55/15 Radial Rain	12	2,341	$690	2	Heavy
Michelin	205/50/16VR Perf. Rain	12	1,846	$1,348	3	Heavy
Michelin	215/45/16VR Perf. Rain	12	1,862	$1,387	3	Heavy
Michelin	205/45/16VR Perf. Rain	12	1,846	$1,378	3	Heavy

Tires continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Michelin	205/45/16VR Perf. Rain	12	1,846	$1,378	3	Heavy
Michelin	205/40/16VR Perf. Rain	12	1,846	$1,408	3	Heavy
Michelin	215/65/15VR Perf. Rain	12	1,862	$1,237	3	Heavy
Michelin	205/65/15VR Perf. Rain	12	1,846	$1,228	3	Heavy
Michelin	195/65/15VR Perf. Rain	12	1,831	$1,219	3	Heavy
Michelin	185/65/15VR Perf. Rain	12	1,815	$1,211	3	Heavy
Michelin	245/45/17VR Perf. Rain	12	1,908	$1,442	3	Heavy
Michelin	235/45/17VR Perf. Rain	12	1,892	$1,434	3	Heavy
Michelin	225/45/17VR Perf. Rain	12	1,877	$1,425	3	Heavy
Michelin	215/45/17VR Perf. Rain	12	1,862	$1,417	3	Heavy
Michelin	235/40/17VR Perf. Rain	12	1,892	$1,464	3	Heavy
Michelin	215/40/17VR Perf. Rain	12	1,862	$1,447	3	Heavy
Michelin	235/60/16VR Perf. Rain	12	1,892	$1,314	3	Heavy
Michelin	225/60/16VR Perf. Rain	12	1,877	$1,305	3	Heavy
Michelin	215/60/16VR Perf. Rain	12	1,862	$1,297	3	Heavy
Michelin	225/55/16VR Perf. Rain	12	1,877	$1,335	3	Heavy
Michelin	205/55/16VR Perf. Rain	12	1,846	$1,318	3	Heavy
Michelin	245/50/16VR Perf. Rain	12	1,908	$1,382	3	Heavy
Michelin	225/50/16VR Perf. Rain	12	1,877	$1,365	3	Heavy
Michelin	215/60/15VR Perf. Rain	12	1,862	$1,267	3	Heavy
Michelin	205/60/15VR Perf. Rain	12	1,846	$1,258	3	Heavy
Michelin	195/60/15VR Perf. Rain	12	1,831	$1,249	3	Heavy
Michelin	205/55/15VR Perf. Rain	12	1,846	$1,288	3	Heavy
Michelin	195/55/15VR Perf. Rain	12	1,831	$1,279	3	Heavy
Michelin	225/60/16 Radial Rain	12	2,380	$708	2	Heavy
Michelin	215/60/16 Radial Rain	12	2,361	$699	2	Heavy
Michelin	225/55/16 Radial Rain	12	2,380	$738	2	Heavy
Michelin	215/60/15 Radial Rain	12	2,361	$669	2	Heavy
Michelin	185/65/15 Radial Rain	12	2,302	$613	2	Heavy
Michelin	195/65/15 Radial Rain	12	2,322	$622	2	Heavy
Michelin	215/65/15 Radial Rain	12	2,361	$639	2	Heavy
Michelin	205/65/15 Radial Rain	12	2,341	$630	2	Heavy
Michelin	205/60/15 Radial Rain	12	2,341	$660	2	Heavy
Michelin	195/60/15 Radial Rain	12	2,322	$652	2	Heavy
Monarch	150/82/14 Bias Ply	11	3,490	$47	1	Light
Monarch	210/92/16 Bias Ply	11	3,610	$159	1	Light
Monarch	190/92/16 Bias Ply	11	3,570	$142	1	Light
Monarch	170/92/16 Bias Ply	11	3,530	$95	1	Light
Monarch	150/92/16 Bias Ply	11	3,490	$92	1	Normal
Monarch	190/92/15 Bias Ply	11	3,570	$112	1	Light
Monarch	170/92/15 Bias Ply	11	3,530	$80	1	Light
Monarch	150/92/15 Bias Ply	11	3,490	$62	1	Light
Monarch	210/82/15 Bias Ply	11	3,610	$129	1	Light
Monarch	190/82/15 Bias Ply	11	3,570	$127	1	Normal
Monarch	170/82/15 Bias Ply	11	3,530	$95	1	Normal
Monarch	210/92/14 Bias Ply	11	3,610	$114	2	Normal
Monarch	190/92/14 Bias Ply	11	3,570	$97	1	Normal
Monarch	178/92/14 Bias Ply	11	3,546	$87	1	Normal
Monarch	170/92/14 Bias Ply	11	3,530	$65	1	Light
Monarch	150/92/14 Bias Ply	11	3,490	$62	1	Normal

Tires continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Monarch	178/82/14 Bias Ply	11	3,546	$87	1	Normal
Monarch	190/82/14 Bias Ply	11	3,570	$97	1	Normal
Monarch	170/82/14 Bias Ply	11	3,530	$65	1	Light
Monarch	210/82/14 Bias Ply	11	3,610	$99	2	Light
Yokohama	195/55/15VR Performance	12	1,889	$780	3	Heavy
Yokohama	205/60/15VR Performance	12	1,905	$758	3	Heavy
Yokohama	185/65/15VR Performance	12	1,873	$711	3	Heavy
Yokohama	205/65/15VR Performance	12	1,905	$728	3	Heavy
Yokohama	205/55/16VR Performance	12	1,905	$818	3	Heavy
Yokohama	245/50/16VR Performance	12	1,968	$883	3	Heavy
Yokohama	225/50/16VR Performance	12	1,937	$865	3	Heavy
Yokohama	205/50/16VR Performance	12	1,905	$848	3	Heavy
Yokohama	215/45/16VR Performance	12	1,921	$887	3	Heavy
Yokohama	205/45/16VR Performance	12	1,905	$878	3	Heavy
Yokohama	215/40/16VR Performance	12	1,921	$917	3	Heavy
Yokohama	205/40/16VR Performance	12	1,905	$908	3	Heavy
Yokohama	215/65/15VR Performance	12	1,921	$737	3	Heavy
Yokohama	315/35/17VR Performance	12	2,079	$1,063	3	Heavy
Yokohama	245/45/17VR Performance	12	1,968	$943	3	Heavy
Yokohama	235/45/17VR Performance	12	1,952	$934	3	Heavy
Yokohama	225/45/17VR Performance	12	1,937	$925	3	Heavy
Yokohama	215/45/17VR Performance	12	1,921	$917	3	Heavy
Yokohama	255/40/17VR Performance	12	1,984	$981	3	Heavy
Yokohama	235/40/17VR Performance	12	1,952	$964	3	Heavy
Yokohama	215/40/17VR Performance	12	1,921	$947	3	Heavy
Yokohama	235/60/16VR Performance	12	1,952	$814	3	Heavy
Yokohama	225/60/16VR Performance	12	1,937	$805	3	Heavy
Yokohama	215/60/16VR Performance	12	1,921	$797	3	Heavy
Yokohama	225/55/16VR Performance	12	1,937	$835	3	Heavy
Yokohama	215/55/16VR Performance	12	1,921	$827	3	Heavy
Yokohama	195/50/15VR Performance	11	1,889	$810	2	Heavy
Yokohama	205/50/15VR Performance	11	1,905	$818	2	Heavy
Yokohama	225/50/15VR Performance	11	1,937	$835	2	Heavy
Yokohama	205/40/17VR Performance	11	1,905	$938	2	Heavy
Yokohama	195/65/15VR Performance	12	1,889	$720	3	Heavy
Yokohama	215/60/15VR Performance	12	1,921	$767	3	Heavy
Yokohama	195/60/15VR Performance	12	1,889	$750	3	Heavy
Yokohama	205/55/15VR Performance	12	1,905	$788	3	Heavy

Traction Bars

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Edelbrock	Anti-Hop Bar	12	1,200	$837	2	Heavy
Gifford	HD Traction Bar	14	1,200	$637	3	Heavy
Gifford	LD Traction Bar	10	1,200	$137	1	Light
Gifford	ND Traction Bar	12	1,200	$187	2	Normal

Transmissions

Manufacturer	Name	Mass	Max Item Wear) (miles	Parts Catalog Price	Stars	Duty
Borg-Warner	4-Speed Auto	59.3	5,000	$1,744	1	Normal
Borg-Warner	4-Speed Close Ratio	58.2	5,200	$1,162	2	Normal
Borg-Warner	T-10 4 spd Manual	61	5,100	$2,906	3	Heavy
Borg-Warner	T-10W Spec. (Manual)	63.8	5,100	$3,072	3	Heavy
Borg-Warner	T-10X Comp. (Manual)	63.8	5,300	$3,709	3	Heavy
Borg-Warner	T-10Y (Manual)	67.1	5,100	$3,262	3	Heavy
Borg-Warner	T-85 3 spd Manual	57.4	5,150	$3,450	2	Heavy
Borg-Warner	T56 6-Speed Automatic	86.6	5,125	$6,341	3	Heavy
Buick	Dynaflow	51.5	5,000	$1,497	1	Normal
Bully	5-Speed Manual	54.5	5,350	$1,887	2	Normal
Bully	5-Speed Manual	56.7	5,350	$2,012	2	Normal
Bully	727 Torqueflite	57.3	5,100	$2,155	2	Heavy
Bully	Turbo-Hydro 400	52.4	5,100	$1,281	2	Normal
Bully	4-Speed Manual	50.4	5,300	$1,570	1	Normal
Chevrolet	2-Speed Powerglide	40.3	5,000	$1,058	1	Normal
Chevrolet	3-Speed Close Ratio	49	5,200	$1,206	1	Normal
Chevrolet	3-Speed w/ Overdrive	61.8	5,200	$1,576	1	Normal
Chevrolet	3-Speed Stnd Ratio	50.3	5,300	$1,355	1	Normal
Chevrolet	4-Speed Auto Close	59	5,100	$1,474	1	Normal
Chevrolet	4-Speed Auto High	63.1	5,100	$1,859	1	Normal
Chevrolet	4-Speed Auto Wide	54.9	5,100	$1,490	1	Normal
Chevrolet	Corvette 4-Speed Automatic	80	5,050	$4,490	3	Heavy
Chevrolet	4-Speed Manual Close	53.1	5,300	$1,700	1	Normal
Chevrolet	4-Speed Manual High	58.8	5,300	$1,999	1	Normal
Chevrolet	4-Speed Manual Wide	50.7	5,300	$1,581	1	Normal
Chevrolet	Muncie (Manual)	62.1	5,300	$2,179	1	Heavy
Chevrolet	Muncie Early (Manual)	62.7	5,300	$2,211	1	Heavy
Chevrolet	Powerglide Automatic	39.6	5,000	$1,033	1	Normal
Chevrolet	Turbo Hydra-Matic 350	52.9	5,100	$1,186	1	Normal
Chrysler	Shift-Command Auto	52.1	5,000	$1,522	2	Normal
Ford	Early 3 spd. Manual	30.6	5,250	$684	1	Light
Ford	Late 3 spd. Manual	46.2	5,100	$996	1	Normal
Ford	3-Speed Auto A	52.6	5,100	$1,234	1	Normal
Ford	3-Speed Auto (2.4/1.479/1)	51.4	5,100	$1,298	1	Normal
Ford	3-Speed Auto B	52.9	5,100	$1,357	1	Normal
Ford	4 spd Manual (Top)	46.8	5,300	$1,397	1	Normal
Ford	4-speed All-Synchro (Manual)	48.7	5,275	$1,589	1	Normal
Ford	C-4 Auto	52.2	5,100	$1,161	1	Normal
Ford	Ford-o-matic Auto.	39.6	5,000	$1,033	1	Normal
Ford	3-Speed Auto	52.4	5,100	$1,282	1	Normal
Ford	4-Speed Auto (2.74/1.57/1/0.67)	59.2	5,100	$1,681	1	Normal
Ford	T+C Overdrive2 (Manual)	55.1	5,275	$1,739	1	Normal
Ford	T+C Overdrive (Manual)	57.3	5,300	$1,919	1	Normal
Ford	Cruise-o-matic Auto.	51.5	5,200	$1,191	1	Normal
Ford	4-Speed Auto (3.06/1.62/1/0.7)	63.3	5,100	$1,859	1	Normal
Ford	4-Speed Auto (3.97/2.55/1.55/1)	73.5	5,100	$2,360	1	Normal
GM	3 spd Manual	45.8	5,250	$1,263	1	Normal

Transmissions continued

Manufacturer	Name	Mass	Max Item Wear) (miles	Parts Catalog Price	Stars	Duty
GM	4-Speed Manual	45.6	5,300	$1,342	1	Normal
GM	4-Speed Manual	50.6	5,300	$1,576	1	Normal
GM	M13 3 Speed	56.7	5,100	$2,695	2	Heavy
GM	Muncie Wide-Ratio M20	62.1	5,250	$2,027	1	Heavy
GM	M21 4 Speed	45.4	5,300	$1,331	1	Normal
GM	M22 4 Speed	57.4	5,300	$1,925	2	Heavy
GM	Super Muncie	75.4	5,200	$3,163	3	Extra Heavy

Transmission Coolers

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Bully	Powerglide LD Cooler	8	3,000	$280	1	Light
Bully	Torqueflite HD Cooler	12	3,000	$480	3	Heavy
Bully	Turbo ND Cooler	10	3,000	$330	2	Normal

Valve Trains

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
AMC	Group 19	16	1,140	$561	2	Normal
AMC	Stock	22	2,400	$74	1	Normal
Buick	Nailhead Solid	20	1,140	$411	2	Normal
Buick	Stock	16	2,400	$74	1	Normal
Cadillac	Solid	22	1,140	$411	2	Normal
Cadillac	Stock	22	1,140	$361	1	Normal
Cadillac	Stock	22	2,400	$74	1	Normal
Chevrolet	Hi-Lift Hydraulic	22	2,353	$128	2	Normal
Chevrolet	SS Solid Lifter	22	1,140	$616	2	Heavy
Chevrolet	Super Turbo-Thrust	22	1,140	$411	2	Normal
Chevrolet	Solid Lifter	16	1,140	$561	2	Normal
Chevrolet	Solid Lifter	22	1,140	$561	2	Normal
Chevrolet	Stock	24	2,400	$74	1	Normal
Chevrolet	Stock	16	2,400	$74	1	Normal
Chevrolet	Stock	22	2,400	$74	1	Normal
Chrysler	Stock	16	2,400	$74	1	Normal
Chrysler	Max Wedge III	24	1,163	$556	3	Normal
Chrysler	Solid Lifter	22	1,140	$561	2	Normal
Chrysler	Stock	22	2,400	$74	1	Normal
Chrysler	Stock Mechanical	16	1,140	$561	1	Normal
Crane	Energizer	20	2,177	$160	2	Heavy
Crane	Energizer CW	20	2,177	$160	2	Heavy
Crane	Energizer ChSB	15	2,177	$160	2	Heavy
Crane	Energizer FC	15	2,177	$160	2	Heavy
Crane	Energizer Pon	20	2,177	$160	2	Heavy
Crane	Energizer FSB	15	2,177	$160	2	Heavy
Crane	Energizer F385	20	2,177	$160	2	Heavy
Crane	Energizer ChBB	20	2,177	$160	2	Heavy
Crane	Energizer CSB	15	2,177	$160	2	Heavy
Crane	Energizer CBB	20	2,177	$160	2	Heavy
Crane	PowerMax	20	1,075	$705	2	Heavy

Valve Trains continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Crane	PowerMax	20	1,075	$642	2	Heavy
Crane	PowerMax	20	1,075	$705	2	Heavy
Crane	PowerMax FH	15	1,075	$579	2	Heavy
Crane	PowerMax	20	1,075	$642	2	Heavy
Crane	PowerMax	15	1,075	$705	2	Heavy
Crane	PowerMax	15	1,075	$705	2	Heavy
Crane	PowerMax	15	1,075	$642	2	Heavy
Crane	PowerMax	20	1,075	$642	2	Heavy
Crane	PowerMax	15	1,075	$642	2	Heavy
Crane	PowerMax	20	1,075	$642	2	Heavy
Crane	PowerMax	15	1,075	$642	2	Heavy
Crane	PowerMax Roller	20	1,080	$891	3	Heavy
Crane	PowerMax Roller	20	1,080	$946	3	Heavy
Crane	PowerMax Roller	15	1,080	$891	3	Heavy
Crane	PowerMax Roller	15	1,080	$1,001	3	Heavy
Crane	PowerMax Roller	20	1,080	$946	3	Heavy
Crane	PowerMax Roller	20	1,080	$946	3	Heavy
Crane	PowerMax Roller	15	1,080	$946	3	Heavy
Crane	PowerMax Roller	20	1,080	$946	3	Heavy
Crane	PowerMax Roller	15	1,080	$946	3	Heavy
Crane	PowerMax Roller	20	1,080	$946	3	Heavy
Crane	PowerMax Roller	15	1,080	$891	3	Heavy
Dunbar	Craftsmith Hydraulic	21	2,353	$128	1	Normal
Dunbar	Craftsmith Roller	20	1,059	$848	2	Normal
Dunbar	Craftsmith Solid	19	1,118	$482	2	Normal
Dunbar	Flathead Super Hydraulic	22	2,307	$133	2	Normal
Edelbrock	Performer	15	2,262	$149	2	Heavy
Edelbrock	Performer	20	2,262	$149	2	Heavy
Edelbrock	Performer	20	2,262	$149	2	Heavy
Edelbrock	Performer	15	2,262	$149	2	Heavy
Edelbrock	Performer	15	2,262	$149	2	Heavy
Edelbrock	Performer	20	2,262	$149	2	Heavy
Edelbrock	Performer	15	2,262	$149	2	Heavy
Edelbrock	Performer	20	2,262	$149	2	Heavy
Edelbrock	Performer	20	2,262	$149	2	Heavy
Edelbrock	Performer	15	2,262	$149	2	Heavy
Ford	Boss	22	1,096	$614	2	Normal
Ford	Boss	22	1,140	$616	2	Heavy
Ford	Boss Hydraulic	20	2,177	$229	2	Heavy
Ford	HP	16	1,140	$561	2	Normal
Ford	SCJ	22	1,140	$561	2	Normal
Ford	SCJ	22	1,140	$561	2	Heavy
Ford	Solid Lifter	22	1,140	$561	2	Normal
Ford	Stock	24	2,400	$74	1	Normal
Ford	Flathead Stock	18	2,400	$74	1	Normal
Ford	Stock Solid	18	1,140	$506	1	Normal
Ford	Stock	22	2,400	$74	1	Normal
Ford	Stock C	22	2,400	$74	1	Normal

Valve Trains continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Ford	Stock	16	2,400	$74	1	Normal
Ford	Stock Mechanical Lifter	22	1,140	$561	1	Normal
Ford	Truck Solid Lifter	18	1,140	$506	2	Normal
Leland	L-Head Flow Control	23	2,307	$133	2	Normal
Milloy	Premier Roller	14	1,038	$1,096	3	Heavy
Milloy	Premier Roller	13.5	1,018	$1,084	3	Heavy
Milloy	Premier Roller	18	1,038	$1,096	3	Heavy
Milloy	Speed Lift	14	1,096	$559	2	Normal
Milloy	Speed Lift	14	1,118	$535	2	Normal
Milloy	Speed Lift Hydraulic	18	2,353	$233	2	Normal
Milloy	Speed Lift Hydraulic	18	2,353	$233	2	Normal
Milloy	Speed Lift Hydraulic	18	2,353	$233	2	Normal
Milloy	Speed Lift Hydraulic	18	2,353	$233	2	Normal
Milloy	Speed Lift Solid	18	1,118	$535	2	Normal
Milloy	Speed Lift Solid	18	1,118	$535	2	Normal
Milloy	Speed Lift Solid	18	1,118	$535	2	Normal
Milloy	Speed Lift Solid	18	1,118	$535	2	Normal
Milloy	Speed Lift Solid	18	1,118	$535	2	Normal
Milloy	Speed Lifter Solid	18	1,140	$551	2	Normal
Milloy	Speed Lifter Solid	13	1,096	$674	2	Heavy
Milloy	Street Plus Hydraulic	20	2,353	$212	1	Normal
Milloy	Street Plus Hydraulic	14	2,307	$133	1	Normal
Milloy	Super Lift	14	1,096	$559	2	Normal
Milloy	Super Lift	16	1,075	$705	2	Heavy
Milloy	Super Lift Solid	14	1,140	$511	2	Normal
Milloy	Super Lift Solid	16	1,096	$698	3	Heavy
Milloy	Super Lift Solid	16	1,096	$698	3	Heavy
Milloy	Super Lift Solid	18	1,096	$554	2	Normal
Milloy	Super Lift Solid	16	1,096	$614	3	Heavy
Milloy	Super Lift Solid	16	1,096	$614	3	Heavy
Milloy	Super Lift Solid	16	1,096	$698	3	Heavy
Milloy	Super Lift Solid	16	1,096	$698	3	Heavy
Milloy	Super Lift Solid	16	1,096	$698	3	Heavy
Oldfield	Race Pro Roller	18	1,080	$951	2	Heavy
Oldfield	Street King	14	1,118	$535	2	Normal
Oldfield	Street King Solid	18	1,140	$506	2	Normal
Oldfield	Strip King	15	1,096	$674	2	Heavy
Oldfield	Strip King Roller	18	1,059	$1,047	3	Heavy
Oldfield	Strip King Roller	18	1,059	$1,047	3	Heavy
Oldfield	Strip King Solid	18	1,140	$655	2	Heavy
Pontiac	Ram Air V	16	1,140	$561	3	Normal
Pontiac	SD	22	1,140	$561	2	Normal
Pontiac	Stock	16	2,400	$74	1	Normal
Quik Lift	Performance Hydraulic	16	2,353	$254	2	Heavy
Quik Lift	Performance Hydraulic	15	2,400	$224	2	Normal
Quik Lift	Performance Hydraulic	21	2,353	$181	2	Normal
Quik Lift	Performance Hydraulic	13.5	2,307	$133	2	Normal
Quik Lift	Performance Hydraulic	16	2,353	$254	2	Heavy
Quik Lift	Performance Hydraulic	16	2,353	$254	2	Heavy
Quik Lift	Performance Solid	16	1,118	$587	2	Normal
Quik Lift	Performance Solid	14	1,096	$614	2	Normal

Valve Trains continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Quik Lift	Performance Solid	18	1,140	$551	2	Normal
Quik Lift	Performance Solid	16	1,118	$587	2	Normal
Quik Lift	Performance Solid	16	1,118	$587	2	Normal
Quik Lift	Race Roller	16	1,080	$861	2	Normal
Quik Lift	Race Roller	16	1,038	$942	2	Normal
Quik Lift	Race Roller	20	1,059	$901	2	Normal
Quik Lift	Race Roller	16	1,059	$990	2	Heavy
Quik Lift	Race Roller	18	1,080	$821	2	Normal
Quik Lift	Race Roller	18	1,059	$1,047	3	Heavy
Quik Lift	Race Roller	18	1,080	$1,001	3	Heavy
Quik Lift	Race Roller	18	1,080	$1,001	3	Heavy
Quik Lift	Race Roller	18	1,080	$1,001	3	Heavy
Quik Lift	Race Roller	18	1,080	$1,001	3	Heavy
Quik Lift	Solid	18	1,140	$506	2	Normal
Quik Lift	Solid	19	1,140	$511	2	Normal
Quik Lift	Solid	15	1,118	$535	2	Normal
Reed	R-ULX	14	1,059	$901	3	Normal
Reed	T-UL	15	1,140	$561	2	Normal
Reed	TM	16	2,262	$195	2	Normal

Wheel Rims

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Ansman	Aluminum Alloy Slotted	8.3	4,750	$505	2	Normal
Ansman	Aluminum Rippled Orb	8.3	4,750	$505	2	Normal
Ansman	Aluminum Teardrop Slot 8	8.3	4,750	$505	2	Normal
Ansman	Slot 8	13	5,750	$36	1	Normal
Ansman	Round 8	13	5,750	$36	1	Normal
Ansman	Star Seven	13	5,750	$36	1	Normal
Ansman	Star Burst 5	13	5,750	$36	1	Normal
Ansman	Split Twist 5	13	5,750	$36	1	Normal
Ansman	Split Twist 5 Gold	13	5,750	$36	1	Normal
Ansman	Big Spoke 12	13	5,750	$36	1	Normal
Ansman	Triple Blade	13	5,750	$36	1	Normal
Ansman	Hex Center Wire	13	5,750	$36	1	Normal
Ansman	Fine Diamond Spoke	13	5,750	$36	1	Normal
Ansman	Diamond Spoke Gold	13	5,750	$36	1	Normal
Ansman	Web 15	13	5,750	$36	1	Normal
Ansman	Split Fat Star 5	13	5,750	$36	1	Normal
Ansman	Narrow Split Twist 5	13	5,750	$36	1	Normal
Ansman	Two Tone Star Slot 5	13	5,750	$36	1	Normal
Ansman	Twist Star 5	13	5,750	$36	1	Normal
Ansman	Slot Star 5	13	5,750	$36	1	Normal
Ansman	Black Rally Star 5	13	5,750	$36	1	Normal
Ansman	Twisted Cheese Grater	13	5,750	$36	1	Normal
Ansman	Spoke Black Star 5	13	5,750	$36	1	Normal
Ansman	Chrome Slot Star 5	13	5,750	$36	1	Normal
Ansman	Centerline	13	5,750	$36	1	Normal
Ansman	Baby Moon	13	5,750	$36	1	Normal

Wheel Rims continued

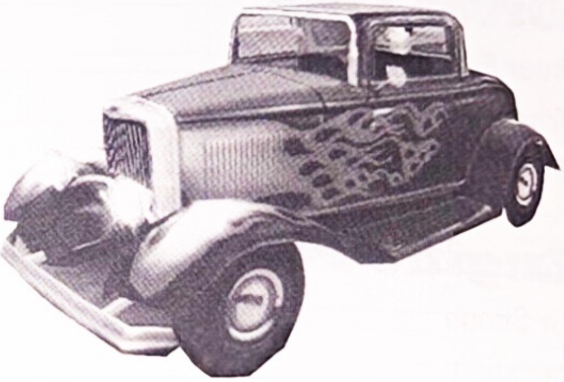
Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Ansman	Chrome Reversed 5	13	5,750	$36	1	Normal
Ansman	Gold Reversed 5	13	5,750	$36	1	Normal
Ansman	SS Rally Chrome	13	5,750	$36	1	Normal
Ansman	SS Rally Gold	13	5,750	$36	1	Normal
Ansman	Five Slot Spinner	13	5,750	$36	1	Normal
Ansman	Five Slot	13	5,750	$36	1	Normal
Ansman	Torq-Thrust	13	5,750	$36	1	Normal
Kelsey-Hayes	Aluminum Alloy Round	8.3	4,750	$505	1	Normal
Kelsey-Hayes	Aluminum Hypnotic Star 6	8.3	4,750	$505	2	Normal
Kelsey-Hayes	Aluminum Twistar 7	8.3	4,750	$505	2	Normal
Kelsey-Hayes	Cast Iron Rim	13	5,000	$30	1	Normal
Kelsey-Hayes	47 Cadillac	13	5,750	$36	1	Normal
Kelsey-Hayes	47 Cadillac	13	5,750	$36	1	Normal
Kelsey-Hayes	49 Mercury	13	5,750	$36	1	Normal
Kelsey-Hayes	53 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	55 Buick	13	5,750	$36	1	Normal
Kelsey-Hayes	Red Center Spinner	13	5,750	$36	1	Normal
Kelsey-Hayes	57 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	Twist Turbine	13	5,750	$36	1	Normal
Kelsey-Hayes	57 Corvette	13	5,750	$36	1	Normal
Kelsey-Hayes	58 Chevy	13	5,750	$36	1	Normal
Kelsey-Hayes	Sun Burst	13	5,750	$36	1	Normal
Kelsey-Hayes	Spoke Spinner	13	5,750	$36	1	Normal
Kelsey-Hayes	64 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	64 Chevy	13	5,750	$36	1	Normal
Kelsey-Hayes	Hypnotic Star 6	13	5,750	$36	1	Normal
Kelsey-Hayes	Rippled Orb	13	5,750	$36	1	Normal
Kelsey-Hayes	59 Dodge	13	5,750	$36	1	Normal
Kelsey-Hayes	57 Chrysler	13	5,750	$36	1	Normal
Kelsey-Hayes	57 Chevy	13	5,750	$36	1	Normal
Kelsey-Hayes	57 Nomad	13	5,750	$36	1	Normal
Kelsey-Hayes	Twist Turbine	13	5,750	$36	1	Normal
Kelsey-Hayes	Sun Burst	13	5,750	$36	1	Normal
Kelsey-Hayes	59 Plymouth	13	5,750	$36	1	Normal
Kelsey-Hayes	59 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	Ford Turbine	13	5,750	$36	1	Normal
Kelsey-Hayes	59 Pontiac	13	5,750	$36	1	Normal
Kelsey-Hayes	60 Chrysler	13	5,750	$36	1	Normal
Kelsey-Hayes	60 Edsel	13	5,750	$36	1	Normal
Kelsey-Hayes	60 Chevy	13	5,750	$36	1	Normal
Kelsey-Hayes	61 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	61 Chevy	13	5,750	$36	1	Normal
Kelsey-Hayes	62 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	63 Buick	13	5,750	$36	1	Normal
Kelsey-Hayes	63 Thunderbird	13	5,750	$36	1	Normal
Kelsey-Hayes	Spoke Tower	13	5,750	$36	1	Normal
Kelsey-Hayes	64 Plymouth	13	5,750	$36	1	Normal
Kelsey-Hayes	64 Dodge	13	5,750	$36	1	Normal
Kelsey-Hayes	Super Turbine	13	5,750	$36	1	Normal

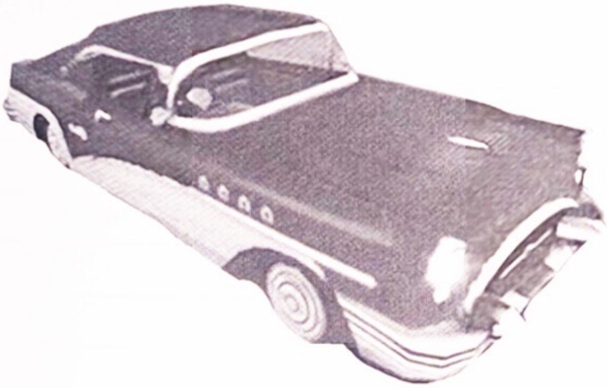
Wheel Rims continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
Kelsey-Hayes	65 Chrysler	13	5,750	$36	1	Normal
Kelsey-Hayes	65 Mustang	13	5,750	$36	1	Normal
Kelsey-Hayes	65 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	65 Olds	13	5,750	$36	1	Normal
Kelsey-Hayes	65 Corvair	13	5,750	$36	1	Normal
Kelsey-Hayes	Fake Spinner Covered	13	5,750	$36	1	Normal
Kelsey-Hayes	55 Chrysler	13	5,750	$36	1	Normal
Kelsey-Hayes	Knock Off Turbine	13	5,750	$36	1	Normal
Kelsey-Hayes	67 Shelby	13	5,750	$36	1	Normal
Kelsey-Hayes	66 Chevy	13	5,750	$36	1	Normal
Kelsey-Hayes	67 Chevy	13	5,750	$36	1	Normal
Kelsey-Hayes	Blue Dot Spoke Spinner	13	5,750	$36	1	Normal
Kelsey-Hayes	Disc Cover	13	5,750	$36	1	Normal
Kelsey-Hayes	40 Spoke	13	5,750	$36	1	Normal
Kelsey-Hayes	Blue Dot Spoke Spinner	13	5,750	$36	1	Normal
Kelsey-Hayes	Accordian Full Cover	13	5,750	$36	1	Normal
Kelsey-Hayes	Full Moon	13	5,750	$36	1	Normal
Kelsey-Hayes	55 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	Rallye Slot	13	5,750	$36	1	Normal
Kelsey-Hayes	Classic Cadillac	13	5,750	$36	1	Normal
Kelsey-Hayes	Compass Full Cover	13	5,750	$36	1	Normal
Kelsey-Hayes	57 Classic	13	5,750	$36	1	Normal
Kelsey-Hayes	63 Corvette	13	5,750	$36	1	Normal
Kelsey-Hayes	Rallye Super Slot	13	5,750	$36	1	Normal
Kelsey-Hayes	Classic 5 Slot	13	5,750	$36	1	Normal
Kelsey-Hayes	Pin Star	13	5,750	$36	1	Normal
Kelsey-Hayes	Near Magnum	13	5,750	$36	1	Normal
Kelsey-Hayes	Rally Roller	13	5,750	$36	1	Normal
Kelsey-Hayes	Classic Sport	13	5,750	$36	1	Normal
Kelsey-Hayes	Gold 4-4-2	13	5,750	$36	1	Normal
Kelsey-Hayes	Fordy	13	5,750	$36	1	Normal
Kelsey-Hayes	Magnum Star	13	5,750	$36	1	Normal
Kelsey-Hayes	Honeycomb	13	5,750	$36	1	Normal
Kelsey-Hayes	40 Ford	13	5,750	$36	1	Normal
Kelsey-Hayes	Ringed Moon	13	5,750	$36	1	Normal
Kelsey-Hayes	Steel Rim	13	5,750	$36	1	Normal
Kelsey-Hayes	Steel Slotted Rim	12	5,750	$36	1	Normal
SMVintage	Aluminum Alloy Rim	8.3	4,750	$505	2	Normal
SMVintage	Aluminum Twistar 5	8.3	4,750	$505	2	Normal
SMVintage	Aluminum Power Turbine	8.3	4,750	$505	2	Normal
SMVintage	Aluminum Super Slot 15	8.3	4,750	$505	2	Normal
SMVintage	Double Layer Spoke	13	5,750	$36	1	Normal
SMVintage	Twistar 5	13	5,750	$36	1	Normal
SMVintage	Super Slot 15	13	5,750	$36	1	Normal
SMVintage	Teardrop Slot 8	13	5,750	$36	1	Normal
SMVintage	Twistar 7	13	5,750	$36	1	Normal
SMVintage	Slot 9	13	5,750	$36	1	Normal

Wheel Rims continued

Manufacturer	Name	Mass	Max Item Wear (miles)	Parts Catalog Price	Stars	Duty
SMVintage	Fan Slot 15	13	5,750	$36	1	Normal
SMVintage	Mild Twist Slot 7	13	5,750	$36	1	Normal
SMVintage	Twistar 11	13	5,750	$36	1	Normal
SMVintage	Cheese Grater 8	13	5,750	$36	1	Normal
SMVintage	Bull Star 10	13	5,750	$36	1	Normal
SMVintage	Chrome Twistar 7	13	5,750	$36	1	Normal
SMVintage	Twisted Fan	13	5,750	$36	1	Normal
SMVintage	Twistar 9	13	5,750	$36	1	Normal
SMVintage	Power Turbine	13	5,750	$36	1	Normal
SMVintage	Twisted Super Grater	13	5,750	$36	1	Normal
SMVintage	Twisted Split Star 7	13	5,750	$36	1	Normal
SMVintage	Twisted Split Star 7 Gold	13	5,750	$36	1	Normal
SMVintage	Mega Grater	13	5,750	$36	1	Normal
SMVintage	Classy Turbine	13	5,750	$36	1	Normal
SMVintage	Fan Grater	13	5,750	$36	1	Normal
SMVintage	Super Star 10	13	5,750	$36	1	Normal
SMVintage	Fat Star 6	13	5,750	$36	1	Normal
SMVintage	Split Star 6	13	5,750	$36	1	Normal
SMVintage	Split Twist 5	13	5,750	$36	1	Normal
SMVintage	Split Star 7	13	5,750	$36	1	Normal
SMVintage	Mega Slot Twist	13	5,750	$36	1	Normal
SMVintage	Magnesium Rim	6.9	3,500	$2,504	3	Normal





Appendix A: Your Car's Parts

When a part on your car breaks down, it's removed from your engine and you have to replace it. The problem is that unless you wrote down the name of the part, you might not remember exactly what brand and model it was! Use this form to keep track of your car's parts.

Brake Set

Front Brakes ______________________________
Rear Brakes ______________________________

Chasis Parts

Chin Spoiler ______________________________
Rear Spoiler ______________________________

Drive Line

Rear End ______________________________
Transmission ______________________________
Transmission Cooler ______________________________

Engine Parts

Air Scoop ______________________________
Camshaft ______________________________
Carburetors ______________________________
Connecting Rods ______________________________
Cooling System ______________________________
Crankshaft ______________________________
Cylinder Head ______________________________
Electrical System ______________________________

Engine Parts continued

Engine Block
Exhaust Manifold
Intake Manifold
Lubrication System
Pistons
Supercharger
Valve Train

Exhaust

Exhaust Pipe
Muffler

Suspension

Front Shocks
Rear Shocks
Front Springs
Rear Springs
Front Sway Bar
Rear Sway Bar
Front Traction Bar
Rear Traction Bar

Wheels

Front Tires
Front Wheel Rims
Rear Tires
Rear Wheel Rims

Index

A

- ABS brakes, 45
- Abuse of game, 14
- Ace level, 12
  - inventory part caps, 13
- Acronyms in chat rooms, 29
- Aerodynamic tips, 43
- Air cleaners, 39
  - parts catalog list, 133
- Airflow of engine, 38
- Air/fuel mixture. *See* Intake manifolds
- Air scoops, 39, 180
  - parts catalog list, 133
- Amateur level, 12
  - inventory part caps, 13
- Apron, banking on, 23
- Aspect ratio for tires, 46
- Auctions, 9, 30-31
  - bidding in, 30, 31
  - checking out, 34
  - list of sites, 31
- *MCO* car parts for sale, 30
  - souped up cars, 47
- Autolite 4100 4V, 51, 55
- Automatic transmissions, 42-43
- Auto Sales, 30

B

- Banking on apron, 23
- Bel Air Grand Prix, 18, 59
  - statistics on, 60-61
- Bias-belted tires, 46
- Bias-ply tires, 46
- Bid/Info button, 30, 31
- Blowers, 40
  - parts catalog list, 134
- Bonus points
  - higher-ranked player, beating, 14
  - for Open Trial winners, 15
- Brakes, 45
  - for Bel Air Grand Prix races, 61
  - for '57 Chevrolet Bel-Air Street Racing, 58
  - form for keeping track of, 180
  - parts catalog list, 134
- Braking
  - in Motor City Classic races, 68
  - in Street Races, 45
  - in S-turns, 24
  - in turns, 23
- Breakdown, 39
- Breakerless electrical systems, 41
- Breakout, 17
- Bugs in game, reporting, 14

C

- Camshafts, 38, 180
  - for '57 Chevrolet Bel-Air, 54
  - parts catalog list, 135-137
  - valve train and, 43
- Carburetors, 40, 180. *See also* '57 Chevrolet Bel-Air
  - parts catalog list, 138-139
- C&B Beach Racer Headers, 50
- C&B Blueprint, 50
- C&B Street Classic Dual Plane, 49
- Charging time, 41
- Chassis
  - form for keeping track of, 180
  - tuning tips, 44-47
- Chat rooms, 28-29
  - glossary of acronyms, 29
- Cheating the game, 14
- Chevrolet Aluminum, 49
- Chevrolet HP, 50, 53, 56
- Chevrolet Wedge 10.5, 51
- Chicken Bucket section, Thunderbird Alley, 94-95
- Chin spoilers, 9, 43, 180
  - for '57 Chevrolet Bel-Air Street Racing, 58
  - parts catalog list, 139
- Circuit Races, 9, 17-18. *See also* Circuit tracks
  - '57 Chevrolet Bel-Air for, 53-58
  - list of tracks, 18
  - maneuvering in, 18
  - points in, 14, 15-16
- Circuit tracks
  - list of, 59
  - statistics on, 60-71
- City Hall auction bids, 30-31
- Classic Chrysler auction site, 31
- Clothes, 8
- Club News section, 28
- Club Races, 32
- Club Registration feature, 32
- Coil-over springs, 45

Coil springs, 45
Comfort
  racing and, 35
  in seat, 20
Commerce section, 28
Community News section, 28
Compression, 38
  engine block and, 41
Connecting rods, 40, 180
  parts catalog list, 139-141
Controlling your car, 36
Cool Cat Wheel auction site, 31
Cooling systems, 40, 180
  parts catalog list, 142
Crankshafts, 40, 180
  parts catalog list, 143-145
Cross Roads Atlantic persona, 8
Cylinder heads, 40, 180. *See also* '57 Chevrolet Bel-Air
  parts catalog list, 146-148

D
Damage. *See also* Repairs
  in Circuit Races, 18
  from power slides, 27
Dampening rating, 45
Dead Man's Run, 18, 19, 59
  90 degree turn in, 26
  statistics on, 74-75
Detail Shop, 9
Disc brakes, 45
Disqualifying in Drag Races, 16-17
Dive, 44
  traction bars and, 46
Domed pistons, 42
Drag, 43
Drag Races, 9, 16-17. *See also* Drag strips
  '57 Chevrolet Bel-Air for, 47-52
  handicapping, 17
  mufflers, removing, 52
  points from, 14
  setting up car for, 13
  transmissions for, 72
  types of, 17
Drag strips
  list of, 17, 59
  statistics on, 72-73
Drive line, 38
  form for keeping track of, 180
Drum brakes, 45
Dual exhausts, 41
Dual plane intakes, 41
Dual points, 41

Durability rating. *See* Duty rating
Duty rating, 38
  of traction bar, 46

E
East Side Drag Strip, 17, 47, 59
  statistics on, 72-73
Edelbrock Performer Plus, 53
Edelbrock Performer RPM, 53
Edelbrock Torker, 49
Electrical systems, 41, 180
  for '57 Chevrolet Bel-Air, 57
  parts catalog list, 149
Electronic systems, 41
Engine blocks, 41, 181
  parts catalog list, 149-150
Engines. *See also* '57 Chevrolet Bel-Air
  airflow, 38
  form for keeping track of, 180
  graphing performance, 34
  tuning, 37-43
Entry fees
  for Open Trials, 15
  for Sponsored Trials, 15
Exhaust manifolds, 41, 181.
  See also '57 Chevrolet Bel-Air
  parts catalog list, 151-153
  Exhaust pipes, 41, 181
  form for keeping track of, 180
  parts catalog list, 1514
Experienced level, 12
  inventory part caps, 13

F
Fairgrounds Big "O," 18, 59
  statistics on, 62-63
Fat Fender Freddy's auction site, 31
Fees. *See* Entry fees
'53 Ford Crestline, 104-105
'55 Buick Century, 106
'57 Chevrolet Bel-Air, 9, 47-52
  brakes for Street Racing, 58
  camshafts, 54
  carburetors
  for Circuit Races, 55-56
  for Drag Races, 50-51
  for Circuit Races, 53-58
  cylinder heads
  for Circuit Races, 57-58
  for Drag Races, 51-52
  drag strip version, 47-52
  electrical systems for, 57

engines
    for Drag Races, 48-49
    for speed, 53
    exhaust manifolds
    for Circuit Races, 57
    for Drag Races, 50
    initial setup of, 47
    intake manifolds for, 49-50
    rear ends for, 53-54
    for speed, 53-58
    spoilers for, 58
    stock parts breakdown, 107-108
    for Street Races, 58
    transmissions
    for Drag Races, 51
    for Street Races, 58
'57 Chevrolet Corvette, 109
'57 Chevrolet Nomad, 110
'57 Ford Fairlane, 9, 48
    stock parts breakdown, 111-112
'57 Ford Ranchero, 9, 48
    stock parts breakdown, 112-113
'57 Ford Thunderbird, 113-114
'58 Chevrolet Impala, 114-115
'59 Cadillac Eldorado, 115
'59 Oldsmobile 4-4-2, 19
First car choices, 9
Flat top pistons, 42
Force feedback feature
    for Hickey's Ridge races, 80
    racing wheel/joystick with, 21
Ford 3.31 Banjo rear end, 53
Ford Early 3-Speed Manual, 51
'40 Ford Coupe, 102
'47 Cadillac Series 62, 102-103
'49 Mercury Coupe, 103
Front springs, 44

G
Garage, tinkering with car in, 9
Gas Town, 18, 59
    statistics on, 76-77
Gearborn B-Oval, 18, 59
    S-curves, negotiating, 23
    statistics on, 64-65
Gearborn Tri-Oval, 9, 18, 59
    night races, 15
    statistics on, 66-67
    turns, practicing, 21-22
Graffiti, 9
Greaser, 8

H
Hacking the game, 14
Hair color, 8
Handicapped button, 17
Handicapping Drag Races, 17
Handling, 27
    chassis tuning tips for, 44-47
    at Fairgrounds Big "O," 62
    for Hazard Hollow races, 78
    shocks and, 45
    springs and, 44
    weight, understanding, 44
Hazard Hollow, 10, 18, 59
    statistics on, 78-79
Headers, 41
Hickey's Ridge, 18, 59
    gravel, 90
    statistics on, 80-81
Higher-ranked drivers, beating, 16
High-performance manifolds, 41
Holley Dominator 2x4 V, 50
Hooker Street Rodder Headers, 50
Hoola Hooper, 8
Horsepower
    mufflers and, 42
    nitrous injectors and, 42
    torque vs., 38-39
Hydraulic valve trains, 43

I
Ignition system, 41
Insurance risks, 14
Intake manifolds, 41, 181
    for '57 Chevrolet Bel-Air, 49-50
    parts catalog list, 155-158
Intermediate level, 12
inventory part caps, 13
Inventory, 13-14

J
Joystick, racing line and, 21

L
Leader board
    Open Trial winners on, 15
    Sponsored Trial winners on, 15
Leaf springs, 45
Levels
    of personas, 10-11
    points needed per, 11
License plates, 8
    caution on choosing, 9

Lift, 43
Loans to players, 30
Locking your brakes, 45
Logging on to game, 10
Logos for racing clubs, 32
Loose cars, 27
Losing points, 14
    equation for determining, 16
    higher-ranked drivers, 16
Lubrication systems, 41, 181
    parts catalog list, 159

M
Mama Funk, 8
Manual transmissions, 42-43
MCO bucks, 10
    loaning, 30
    payroll checks, 12-13
    racing clubs, starting, 32
    starting salary, 12
Mechanic's Corner, 28, 29
    installing parts, help on, 33
Mechanic's Grill, 28
Medium handling cars, 27
Message swapping, 9
Metallic brakes, 45
Metro Garage, 18, 59
    statistics on, 82-83
Metro Strip, 18, 59
    statistics on, 84-85
Mohawk Punker, 8
Mondays, paychecks on, 12-13
Money. *See MCO* bucks
Motor City Classic, 18, 59
    statistics on, 68-69
Motor City Drag Strip, 17, 59
    statistics on, 72-73
Mr. Country Club, 8, 10
Mufflers, 42, 181
    for Drag Racing, 52
    parts catalog list, 159
Multiple setups
    building, 37
    maintaining, 13
Muscle Mike's auction site, 31

N
Newbie level, 12
    inventory part caps, 13
    second cars in, 35
New features in game, 10
New Player Info Chat Room, 28-29
Nitro Movie Theatre, Metro Garage, 82-83
Nitrous injectors, 9, 42
    acceleration boost from, 39
    for Drag Races, 72
    parts catalog list, 160

O
Oil. *See* Lubrication systems
One-run races, 17
Online personas. *See* Personas
Open Trials, 9, 19
    earning money in, 16
    passing in, 25
    points from, 14, 15
    practicing at, 20
Sponsored Trials compared, 15, 19
    wear and tear in, 39
Opponents, choosing, 36
Original Ford auction site, 31
Original GM auction site, 31
Overbids in auctions, 30

P
Parts. *See also* Auctions; Tuning your car
    loaning parts, 30
    replacement of, 39
    test installs, 33
    trading, 29-30
    wear and tear on, 39
Parts catalog, 9
    air cleaners, list of, 133
    air scoops, list of, 133
    blowers, list of, 134
    brakes, list of, 134
    camshafts, list of, 135-137
    carburetors, list of, 138-139
    chin spoilers, list of, 139
    connecting rods, list of, 139-141
    cooling systems, list of, 142
    crankshafts, list of, 143-145
    cylinder heads, list of, 146-148
    electrical systems, list of, 149
    engine blocks, list of, 149-150
    exhaust manifolds, list of, 151-153
    exhaust pipes, list of, 154
    intake manifolds, list of, 155-158
    lubrication systems, list of, 159
    mufflers, list of, 159
    nitrous injectors, list of, 160
    pistons, list of, 160-164
    rear ends, list of, 165
    rear spoilers, list of, 166

  - shocks, list of, 166
  - springs, list of, 166-167
  - sway bars, list of, 167-168
  - tires, list of, 168-171
  - traction bars, list of, 171
  - transmission coolers, list of, 173
  - transmissions, list of, 172-173
  - valve trains, list of, 173-176
  - wheel rims, list of, 176-179
- Passing, 25-26
  - on inside, 25
  - on outside, 25
- Patch check, 10
- Payroll checks, 12-13
- Performance manifolds, 41
- Performance tires, 46
- Personas
  - insurance risks, 14
  - levels of, 10-11
  - rank of, 12
  - selection of, 8
  - winning races and, 16
- Pink Slip Races, 16
- Pistons, 42, 181
  - parts catalog list, 160-164
- Player Hosted Auctions, 31
- Players, racing against, 25-26
  - passing, 25-26
- P-metric designation for tires, 46
- Points. *See also* Losing points
  - advancing through levels with, 12
  - for Circuit Races, 15-16
  - earning points, 14-19
  - equation for determining, 15
  - in Open Trials, 15
  - in Sponsored Trials, 15
  - for Street Races, 15-16
- Track Difficulty Modifier and, 15
- Power classes, 37
- Power slides, 26-27
- Power train, tuning, 37-43
- Practice, 20
- Pretty Boy, 8
- Product catalog, 30
- Proving Grounds, 18, 59
  - statistics on, 70-71
- Proxy bid system, 30

Q

- Qualifying times
  - in Open Trials, 19
  - in Sponsored Trials, 19

R

- Race tracks, 9. *See also* specific tracks
  - types of tracks, 59
- Racing Center, 28
- Racing clubs, 32
  - registering, 32
- Turf Wars, 32
- Racing community, 28-32
- Community News section, 28
  - loans to players, 30
  - reputation in, 26
  - trading parts, 29-30
- Racing line, 21
- Racing wheel, 21
- Radial tires, 46
- Rad Rat Screamer Ultra Dual Plane, 49
- Rad Rat Street Mod, 56
- Rad Rat Street Rodd, 50
- Rad Rat Window Rattler Headers, 50
- Rain tires, 46
- Rank
  - bonus factor, 15
  - higher-ranked drivers, beating, 16
  - of personas, 12
  - winnings modified by, 14
- Rear ends, 42, 180
  - for Bel Air Grand Prix races, 61
  - for Circuit Races, 17
  - for '57 Chevrolet Bel-Air, 53-54
  - parts catalog list, 165
  - traction bars and, 46
- Rear spoilers, 43, 180
  - for '57 Chevrolet Bel-Air Street Racing, 58
  - parts catalog list, 166
- Recessed pistons, 42
- Red Light District, 18, 59
  - Gas Town section, 76
  - statistics on, 86-87
- Repairs. *See also* Damage
  - in Circuit Races, 18
  - Open Trials, costs in, 15
- Revving your engine, 20
- Righteous Rides, 30
- Roadkill Run, 18, 59
  - statistics on, 89-90
- Roll, 44
  - sway bars and, 46
- Roller valve trains, 43
- RPMs
  - electrical system affecting, 41
  - intake manifolds and, 41
  - revving your engine, 20

    torque and, 38-39
    valve train and, 43
Rust Bucket, 9

S
Sailor Girl, 10
Salaries. *See MCO* bucks
Scrapping your car, 9
Scrap value, 31
Screen names, 8
    caution on choosing, 9
    insurance risks and, 14
S-curves, 23-24
    at Gearborn B-Oval, 64-65
    in Tornado Flats races, 96
Servers on Mondays, 13
'70 AAR Cuda 340, 100
'70 Boss 302 408, 100
'70 Chevrolet Chevelle, 127
'70 Chevrolet Chevelle SS, 19
'70 Chevrolet Chevelle SS 346, 100
'70 Chevrolet El Camino, 128
'70 Chevrolet El Camino SS, 128
'70 Chevrolet Nova, 129
'70 Chevrolet Nova SS, 129
'70 Ford Boss 429, 19
'70 Ford Mach 1, 130
'70 Ford Mustang, 130
'70 Ford Mustang 429 171, 100
'70 Hemi Cuda 338, 100
'70 Plymouth Cuda, 131
'70 Plymouth 440 Cuda, 19
'70 Plymouth 440 Cuda 339, 100
'70 Plymouth 340 Duster, 131
'70 Plymouth Hemi Cuda, 19
    turns, practicing, 21-22
'71 Plymouth Duster, 132
'73 Firebird T/A 410, 100
'73 Formula Firebird 352, 100
'73 Pontiac Firebird, 132
'73 Pontiac Firebird Formula, 19
Shocks, 45, 181
    with coil-over springs, 45
    for Fairgrounds Big "O" races, 62-63
    parts catalog list, 166
    stiffness of, 45
Single exhausts, 41
Single plane intakes, 41
Single points, 41
'63 Chevrolet Corvette 405, 100
'63 Ford Thunderbird, 116
'64 Chevrolet Impala, 116-117
'64 Chevrolet Impala 55, 117
'64 Ford Galaxie, 118
'65 Ford Mustang, 119
'66 Pontiac GTO, 120
'66 Shelby Cobra 406, 100
'67 Camaro Z-28 409, 100
'67 Chevrolet Camaro, 121
'67 Chevrolet Camaro RS, 122
'67 Chevrolet Chevelle, 123
'67 Chevrolet Chevelle SS, 124
'69 AMC AMX, 124
'69 AMC Big Bad AMX, 125
'69 Dodge Charge, 125
'69 Ford Torino Cobra, 19
'69 Ford Torino Cobra GT 336, 100
'69 Ford Torino GT, 126
'69 Judge GTO, 100
'69 Oldsmobile 4-4-2 Hurst, 19
'69 Oldsmobile 4-4-2 Hurst 350, 100
'69 Oldsmobile 4-4-2 126, 100
'69 Oldsmobile 4-4-2 W-30, 19
'69 Oldsmobile 4-4-2 W-30 349, 100
'69 Plymouth GTX, 19
'69 Plymouth Hemi - GTX 184, 100
'69 Plymouth Road Runner, 126-127
'69 Pontiac GTO, 19
'69 Pontiac GTO Judge, 19
'69 Pontiac GTO 383, 100
Skoggit County Road, 18, 59
    statistics on, 90-91
Sock manifolds, 41
Solid valve trains, 43
Sparky T's Auto Parts, 34
    for '57 Chevrolet Bel-Air, 48
Speed
    aerodynamic tips, 43
    for Fairgrounds Big "O" races, 62-63
    tire ratings, 46
The Spillway, 18, 59
Gas Town section, 76-77
    statistics on, 92-93
Spoilers, 43. *See also* Chin spoilers; Rear spoilers
    for Bel Air Grand Prix races, 61
    for Circuit Races, 17
    for Drag Races, 13
    for '57 Chevrolet Bel-Air, 58
    for Street Races, 13, 18
Sponsored Trials, 9, 17, 19
    available cars to drive, 100
    earning money in, 16
    handling of cars, 27
    levels, advancing in, 12
Open Trials compared, 15, 19
    points from, 14, 15

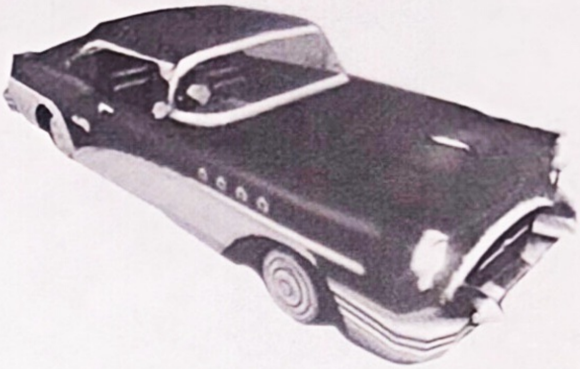
    practicing at, 20
    wear and tear in, 39
Spray Paint Special, 9
Springs, 44, 45, 181
    for Fairgrounds Big "O" races, 62-63
    parts catalog list, 166-167
    stiff springs, 44
    types of, 45
    weight, control of, 44
Squat, 44
    traction bars and, 46
Starter cars, 47-58
Starter funds, 9
Steering wheel, turning, 21
Street Fighter, 10
Street Races, 9, 18-19. *See also* Street tracks
    braking in, 45
    list of tracks, 18
    points from, 14
    points in, 15-16
    power slides, 26-27
S-curves, negotiating, 23
    setting up car for, 13
Street tracks
    double red lines on, 74
    list of, 59
    statistics on, 74-97
Supercharger, 181
Suspension parts, 180
Sway bars, 9, 46, 181
parts catalog list, 167-168

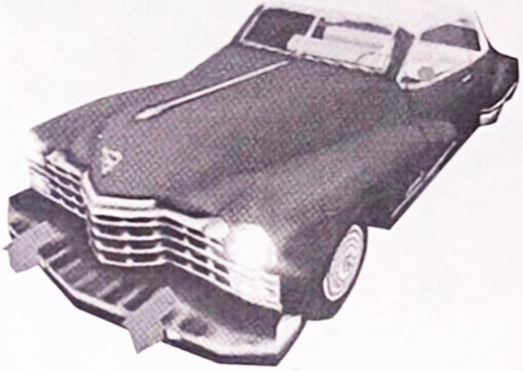
T
Test Install feature
    for '57 Chevrolet Bel-Air, 48
    on parts, 33
Test runs, 9
    on Street Racing tracks, 18
'32 Ford Coupe, 101
Thunder Alley section, Gas Town, 76
Thunderbird Alley, 18, 59
    statistics on, 94-95
Ties in Drag Races, 17
Tight cars, 27
Time in Handicapped Drag Race, 17
Time Trials
    points in, 14
    tire tracks, following, 23
Tires, 46, 181. *See also* Traction
    parts catalog list, 168-171
    racing line and, 21
    for Street Racing, 13
    weight and, 44
Top Ace level, 12
    inventory part caps, 13
Tornado Flats, 18, 59
    dirt road, 90, 96
    statistics on, 96-97
Torque, 38
    horsepower vs., 38-39
    nitrous injectors and, 42
Track Difficulty Modifier, 15
Traction
    effects of, 45
    limits, 44
    types of tires and, 46
Traction bars, 46, 181
    parts catalog list, 171
Trade function, 30
Trading parts, 29-30
Transmission coolers, 43, 173, 180
Transmissions, 42-43, 180. *See also* '57 Chevrolet Bel-Air
    for Bel Air Grand Prix races, 61
    for Circuit Races, 17
    for Drag Races, 16, 72
    for Fairgrounds Big "O" races, 62-63
    parts catalog list, 172-173
    for Street Races, 13, 18
    torque and, 38
Traverse springs, 45
Tube-Top Bopper, 10
Tuning your car, 34
    aerodynamic tips, 43
    chassis tuning tips, 44-47
    developers' tips, 35-37
    engine tuning, 37-43
    power train tuning, 37-43
    trade-offs in, 36
Tunnel rams, 41
Turf Wars, 8, 32
Turnarounds in Spillway races, 92-93
Turns. *See also* S-curves
    apron, banking on, 23
    braking in, 23
    inside turns, 21-22
    other players, racing against, 25-26
    outside, entering from, 22
    power slides, 26-27
    racing through, 21-23

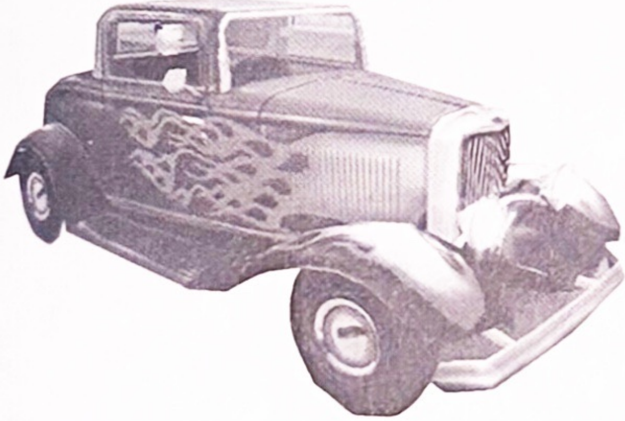
U
Uptown Pacific persona, 8

V
Valve trains, 43, 181
    parts catalog list, 173-176
Vehicle power classes, 37
Veteran level, 12
    inventory part caps, 13

W
Walls
    in Circuit Races, 17
    reputation and putting players in, 26
Wedge top pistons, 42
Weight
    bias, 44
    tires and, 44
    traction bars and, 46
Westbrook, 9, 18, 59
    statistics on, 98-99
Wheel rims, 46, 181
    parts catalog list, 176-179
Wheels, 180
Whispering in chat rooms, 29
Width of tires, 46
Winning races, points from, 16







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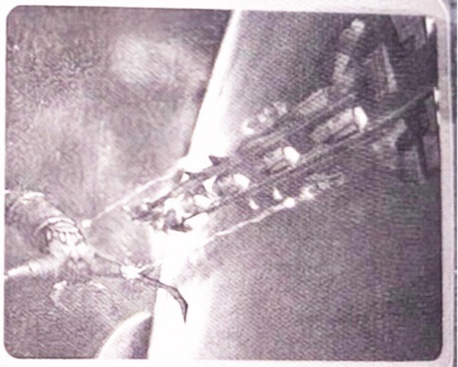

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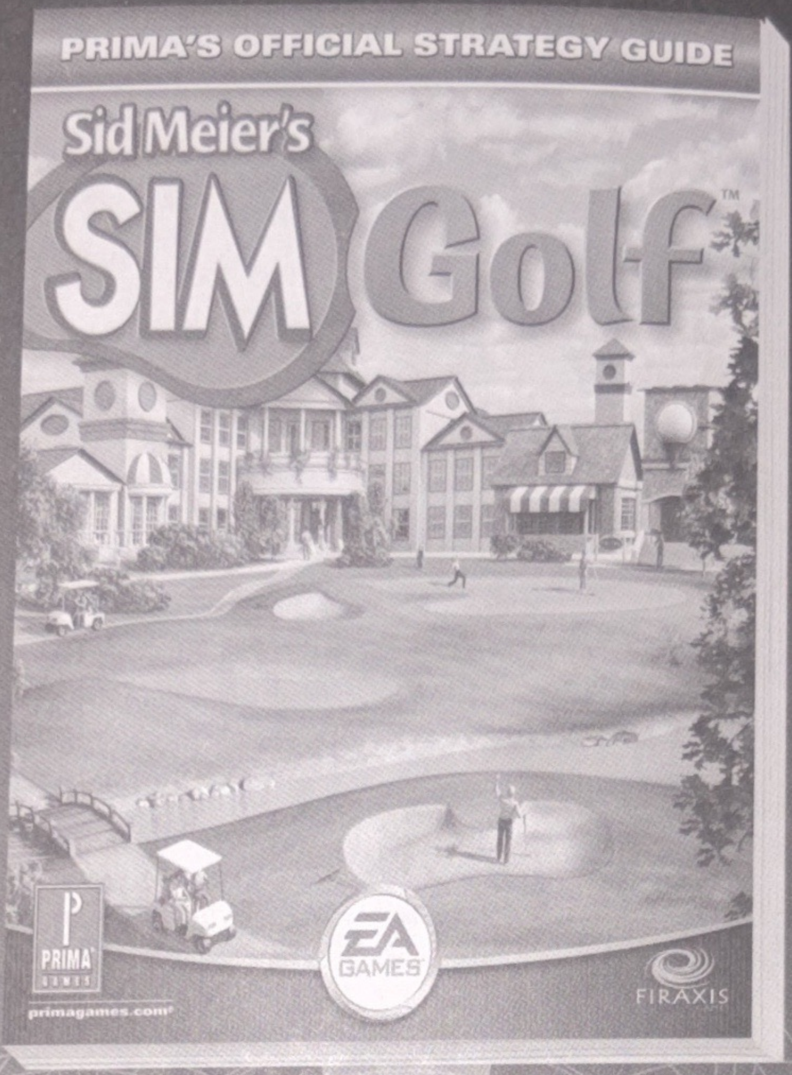
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